



LAZARUS

12 Queen's Road Central
The only European Optician in the Colony.

The Hongkong Telegraph.

FOUNDED 1861
NO. 12,612

六拜 號式廿月九香港 SATURDAY, SEPTEMBER 22, 1923. 日三十

SINGLES, 10 CENTS
100 PER ANNUM

BRITAIN AND FRANCE.

Hopes of a Reparations Settlement.

(Reuter's Service)

London, September 21.

Mr. Baldwin and party arrived at Victoria. The Premier declined to make any statement.

London, September 21.

Reuter states that while most gratified at the cordiality of the French Press, well-informed circles in London are very cautious in expressing an opinion with regard to the outcome of the Baldwin-Poincaré interview, pending further details, but it is suggested the communiqué issued at Paris may mean that M. Poincaré has definitely dissipated British suspicions with regard to the ultimate objects of the French occupation of the Ruhr. As regards a suggestion that an Inter-Allied reparations conference may shortly be held, it is felt that if the preliminary conversations went well, undoubtedly that would be the next step, but much clearing of the ground would be necessary previously. The Premier will also undoubtedly wish to obtain the views of the Dominion Premiers on reparations, as such a step would strengthen his position considerably.

ITALY MASSING TROOPS.

Said to Be Precautionary Measure.

Malta, September 21.

Passengers arriving from Sicily describe the huge barracks at Syracuse, where great military activity is proceeding. According to Rome messages to the *Malta Chronicle*, Italy is still massing troops near the Fiume frontier, ostensibly preparing for great autumn manoeuvres, but it is believed with a view to check any surprise attack by Yugoslavia.

AMERICA'S CLAIMS FROM GERMANY.

London, September 21.

Mr. Bonynge, the American agent on the Mixed Claims Commission, interviewed by Reuter on his arrival from Germany, said he believed there would be a complete settlement of the American claims against Germany, which aggregated fifteen hundred million dollars within eighteen months. The Commission's decisions for settling the fundamental principles governing the claims would be handed in at Washington in October.

THE NEW PRESIDENT OF PORTUGAL.

London, September 21.

His Majesty's warship *Carysport* will shortly convey Senhor Teixeira Gomes, the Portuguese Minister to London, who was recently elected President of Portugal, to Lisbon, where he will be sworn in office on October 5th.

SOVIET BANKS FACING A CRISIS.

Riga, September 21.

The Soviets-Press reports a financial crisis in Petrograd and other cities, owing to the Soviet banks limiting the scope of their operations. Their turnover has fallen twenty per cent. during the past few days.

THE IRON HAND IN SPAIN.

Madrid, September 21.

The military Directory has issued a proclamation establishing martial law, and authorising the summary handling of seditionists, saboteurs and other plotters against the welfare of the State.

TO OVERCOME THE PRESSMEN'S STRIKE.

New York, September 21.

A joint Committee of publishers and the International Pressmen's Union has been appointed to make arrangements whereby the Union can fill the strikers' places.

DOG'S FLESH IN GERMANY.

Berlin, September 21.

The Reichsbank is arranging to issue one milliard mark banknotes. Meat prices are so high, that a number of shops are offering dog's flesh.

JAPAN EARTHQUAKE FUND.

London, September 21.

The Archbishop of Canterbury has issued an appeal for the Earthquake Fund. The Paris Municipal Council is contributing 100,000 francs.

THE LEAGUE'S LATEST RECRUIT.

Geneva, September 21.

The Hedjaz has applied for admission to the League.

(Other Telegrams on Page 2)

CINEMA FILMS.

JAPAN DISASTER.

New Bill Regarding Storage.

At the next meeting of the Legislative Council there will be introduced an Ordinance to make better provision for the prevention of fire in premises where raw celluloid or cinematograph film is stored or used.

This Bill, which is based on the Celluloid and Cinematograph Film Act, 1922, is intended to make better provision for the prevention of fire in premises where raw celluloid or cinematograph film is stored or used. A recent fire in the Colony showed that it was necessary. The bill does not apply to cinematograph theatres, which are dealt with under Ordinance No. 22 of 1919.

Relief Work by N. Y. K. Steamers.

The local office of the N. Y. K. has received cable information from the Kohl office to the following effect:

Of the 32,000 refugees from Yokohama and Tokyo, 20,000 were carried by the N. Y. K. steamers, as also were 40,000 tons of relief goods. The N. Y. K. s.s. Kasai Maru and Hakusi Maru are running between Tokyo and Shimizu carrying refugees who entrain at the last-named port. Besides, the N. Y. K. are maintaining service of two packet boats between Yokohama and Kobe.

LOCAL COST OF LIVING.

NEARLY DOUBLED IN TEN YEARS.

Striking Facts and Figures.

"TELEGRAPH" SPECIAL.

With a view to arriving at an accurate series of figures relative to the cost of living in the Colony, we have for some time been making careful enquiries, checking tabulated scales of expenditure in relation to all aspects of local living costs, and working out the "comparative" increases since 1914, the year when the late war broke out and from which is dated the higher price of everything one purchases nowadays. We are now able to give the result of our investigations to the public.

As regards specific items, we find that there appears to be no possibility of any decrease in the cost of local produce. The local rates of wages being still somewhat below the general world level there is nothing to bring them down. Variations in the exchange value of the dollar chiefly affect imported goods, while show a tendency to cost more. Our enquiry discloses that the cost of living in Hongkong, where Europeans are concerned, is affected to the extent of ten per cent. by the prices of some imported goods, but nearly a hundred per cent. in the case of many necessities.

The Lowest Figures Procurable.

Of special interest were some figures we were able to investigate, which were based on perhaps the most minutely kept records to which we have had access. These were figures giving the expenditure on *absolute necessities* only (with rent excluded) and yet show a general increase over the pre-war level of just on sixty per cent.

How great a part the price of clothing servants' wages, and the cost of various necessities plays in the increased expenditure of the average resident is shown by the figures derived from the same source mentioned in the last paragraph, relative to food alone. In this case the type of food is practically identical with that of 1914. The difference between that year and 1923 is an increase in cost of ten per cent.

This figure is probably unique because it does not take into account the natural tendency for somewhat more luxurious living that has followed the prevalence of generally higher wages. Even then, it does not take into consideration the recent increases in food prices. From this same source, for instance, we find that the increase given for last year in relation to food costs was over twelve per cent. Actually, the general trend of market prices—especially felt where the European householder deals with compradores—has been towards a much greater percentage increase, as we shall show.

Food, Clothing, and Wages.

We come now to relative costs of food and clothing, and increases in servants' wages. We shall take them in that order.

There has been an undoubted increase in the general average cost of food, amounting to as much as one hundred and fifty per cent. in many instances.

Here are a few items, taken at random, which speak for themselves (1914 to 1923):

Canton fresh-water fish: 16 cts. to 50 cts.

Carp: 27 cts. to 48 cts.

Bream: 16 cts. to 48 cts.

Crabs: 26 cts. to 45 cts.

Prawns: 45 cts. to 75 cts.

Prime cut beef: 12 cts. to 30 cts.

Soup meat: 18 cts. to 26 cts.

Mutton chops: 25 cts. to 40 cts.

Pork chops: 23 cts. to 36 cts.

Chickens: 31 cts. to 65 cts.

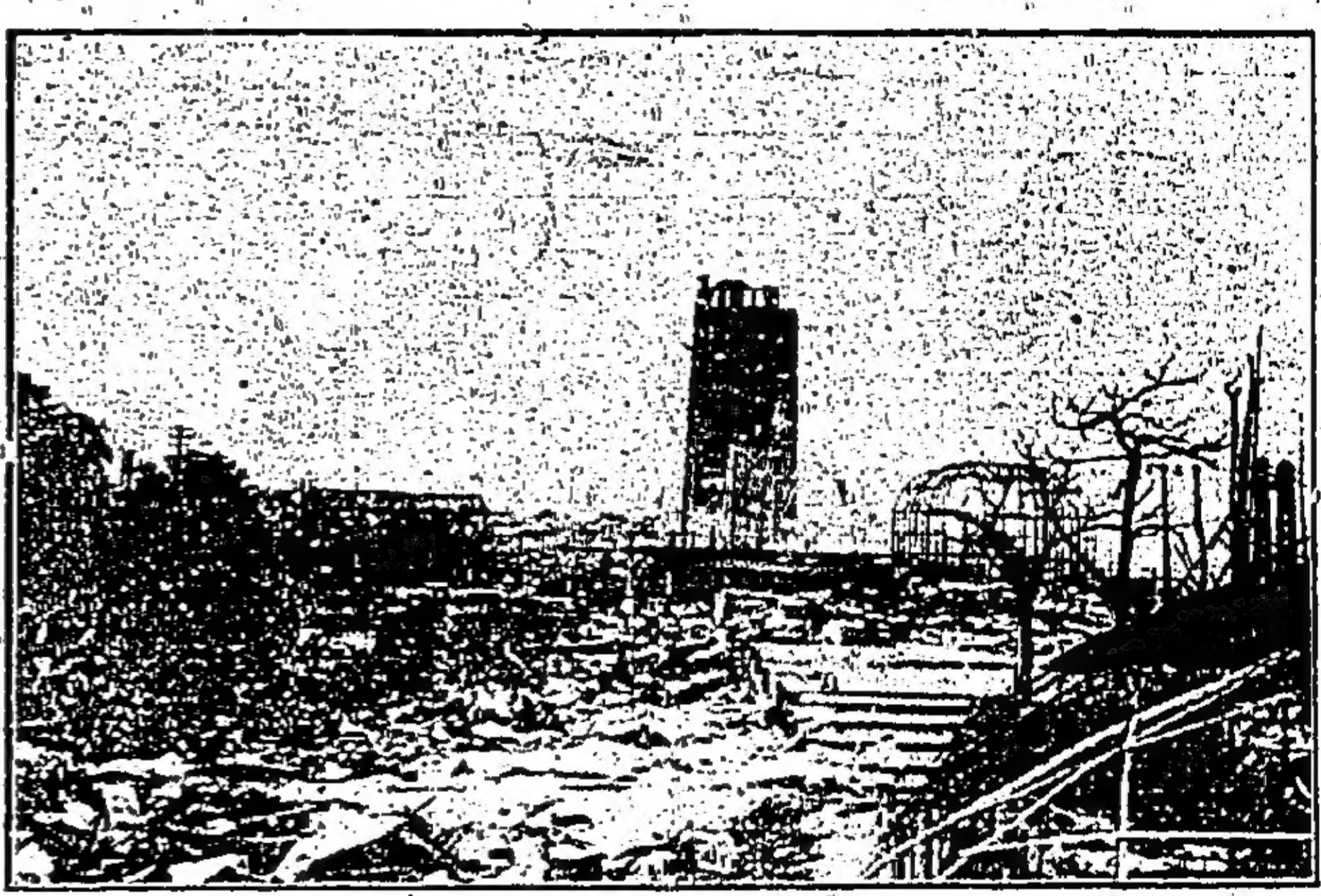
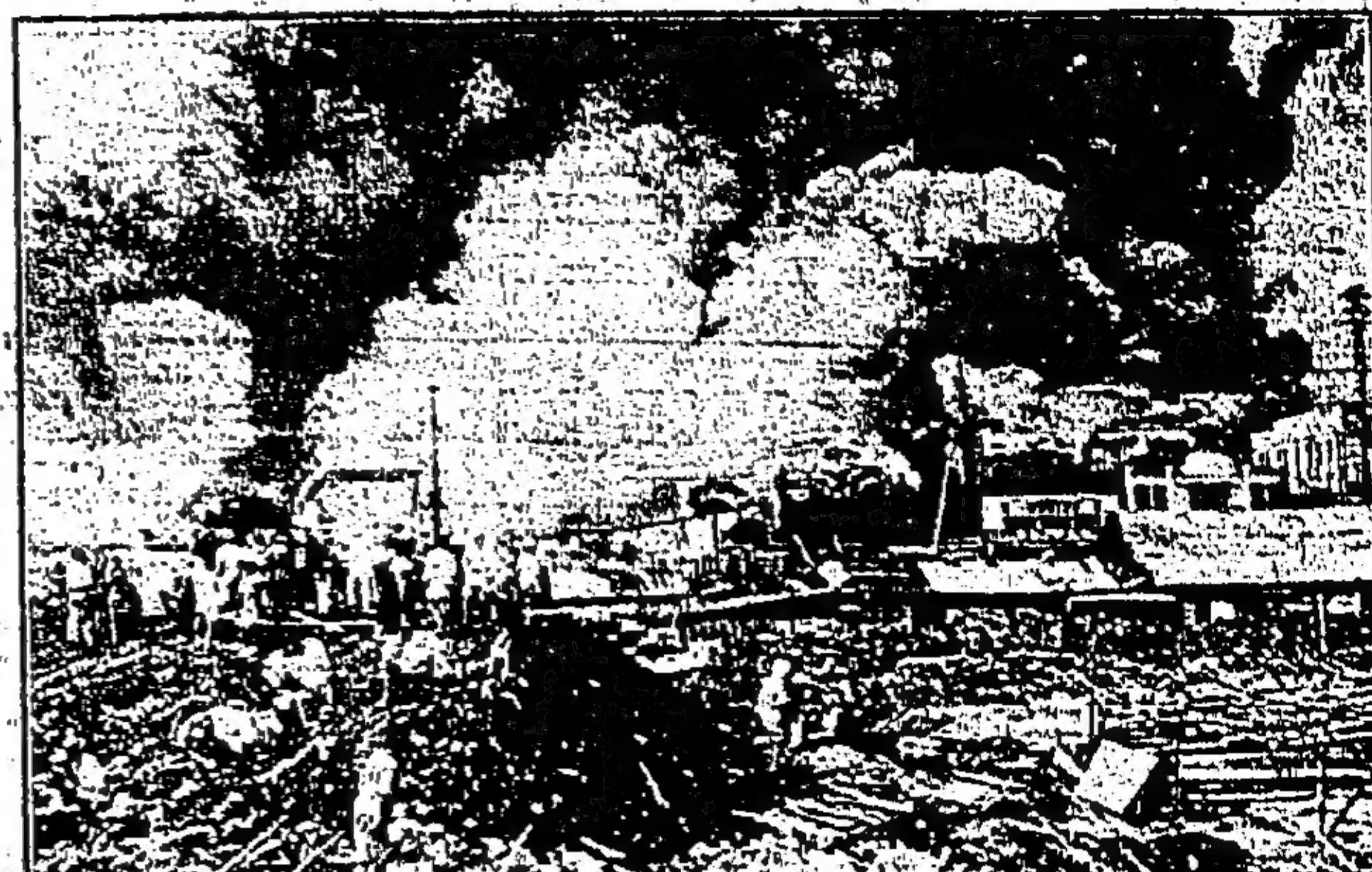
Fresh eggs (per dozen): 20 cts. to 36 cts.

The above are based on the official average market prices, which are notoriously below the actual prevailing prices. Vegetables and fruit show more stable prices, though even these items of food have increased one hundred per cent. in some cases.

We come next to clothing, and for this we have taken the better-quality European clothing, as a fair guide. Cheaper qualities ("Luxuries" like tobacco and liquor) have been omitted.

Adding them, we should get a larger figure of increase. Taking the shortage of housing accommodation into consideration (and the coming de-control of rents) we have an average increase of 98 per cent. It can safely be asserted from these figures that the cost of living in Hongkong has nearly doubled within the last ten years.

THE JAPAN DISASTER.



The above pictures give a vivid impression of the devastation caused in Tokyo by the recent fire and earthquake.

ARMED ROBBERS.

Woman's Plucky Fight.

At 8.30 last night a gang of two men, armed respectively with a revolver and dagger, entered No. 186, Portland Street, Yaumati, and held up the inmates. A number of these latter proved to be obstreperous. Undaunted by sight of a revolver, one woman rushed on to the staircase, dragging the robber with her, whilst another clutched at the dagger his fellow carried, and in doing so cut her hand. Giving up the enterprise as hopeless, the gang beat a hasty retreat.

TO-DAY.

Closing Exchange 2s. 3 1/16d.
High Tide 8.52 p.m.
Low Water 2.18 p.m.
Lighting Up-Time 6.21 p.m.

News in To-Day's New Advertisements.

Persons desiring pianoforte tuition should refer to the notice on page 4.

Wanted! 16 to 20 bore fowling piece.—Page 4.

The funds of the Sun Life Assurance Company of Canada reach the huge total of 35 millions sterling.—Page 4.

"Robin Hood," a notable film attraction, will be shown at the Coronet commencing to-day.

Particulars of important auction sales appear on Page 4.

LISTEN.

When advertising events the odds are in favour of a clean "knock-out" for business doubt.

"Alice Adams," a novel by Booth Tarkington is being screened at the World Theatre.—Pages 3, 7 and 14.

Whiteaway's advertise special half-price sale.—Page 3.

The French Store have stocks of the famous "Vittel Water."—Page 3.

The Forbes-Russell Comedy Company open their season at the Theatre Royal to-night with "Romance"—Page 4.

"RECONDITIONED CARS."

Dealers all over the country keep talking about the "Used Car" problem. They seem to regard it as a sort of nightmare. There was a time when we felt about the same way. But we have learned that the biggest part of the problem consists of getting people to realise that all Used Cars and all Used Car dealers aren't alike. It isn't much of a problem with us any more.

THE DRAGON MOTOR CAR CO., LTD.

Telephone: Central 3950.

NOTICE.

W.S. BAILEY & CO. LTD.
ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS
Tugs, Barges, Light Draft &
High Speed Vessels & Motor
Craft.

SOLE AGENTS FOR
"KELVIN MOTORS"

PHONE
Works..... Kowloon 21
Manager..... Kowloon 633
HARBOUR CALL FLAG L.

STEAM LAUNCH FOR SALE

EXPERT MASSEUSE

Mrs. J. Crawford,
37, Queen's Road, 1st. Floor.

THE KIDDIES' STORE

ROMPERS, DRESSES, HATS
Specially made in latest
Styles at moderate prices.

Telephone 1 Victoria Garden,
K. 357

HIMROD'S

Asthma
Cure

GIVES INSTANT RELIEF.
For further information apply to
the proprietors, Mr. A. J. Himrod,
198A, Wanchai Rd., Hongkong.

FAMED FOR FIFTY YEARS.

BEWARE OF IMITATIONS.

C. E. WARREN & CO. LTD.

SANITARY ENGINEERS
& MONUMENTALISTS.

Offices &
Godowns.

198A, WANCHAI RD.
HONGKONG.



All Kinds of Builders' Requisites
In Stock. Prices on Application.

ESTIMATES. Free for
Sanitary Installations,

Complete Hot & Cold Water
Systems.

Cooking Ranges—Open and
Closed Stoves & Grates—Supplied
& Fixed.

General Repairs Promptly
Attended to

Italian Marble & Hongkong Granite
Memorials to Town Design & from
Selection.

A Large Range of Artificial Wreaths
Always in Stock.

MOURIE PIANOS.

Proven best by every test.

SALESMAN SAM



NOTICE.

METALS

of all kinds, especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery.

SINGON & CO.

[Established A. D. 1880]

HING LUNG ST.

Phone Central 515.

MING YUEN STUDIO.

16, Beaconsfield Arcade

PICTURES OF THE

JAPAN EARTHQUAKE.

Call or Phone Central No. 4310

MASSAGE HALL

MRS. S. UZUNOYE:

Expert Masses

37 Queen's Road, Central

2nd. Floor

over Bombay Bazaar.

MASSAGE HALL

25, WYNDHAM STREET

MRS. H. MORITA

MR. H. SUGITA.

For Ladies and Gentlemen

JAPANESE BOOT & SHOE

MAKING EXPERT

S. NAKAO

(FAT MAN)

late with Nakao & Co.

Now Flashed Corner Flower Girl

FOR HAIPHONG AND

HOIHOW.

Sale for Haiphong every

alternate Tuesday &

the last Friday of the month.

HAI-MUN

Sale for Haiphong and Hoihow

Capt. Charles S. Page

Apply Phone, Cook and Sons or P. H. Price

13, Wing Lok St.

GREEN ISLAND CEMENT
COMPANY LIMITED.

PORLTAND CEMENT.

In Casks of 375 lbs. net.

In Bars of 250 lbs. net.

SHEWAN, TOME & CO.

General Managers

Hongkong.

Repairs

Skilfully

and

Carefully

attended

to by—

REPAIRING

T. NAKAO

Japanese Shoe Expert.

TORTOISE SHELL BOXES

and CASES, A SPECIALTY.

Astor House Hotel Building.

Queen's Road Central.

EARLIER TELEGRAMS.

THE LENIN CASE.

Riga, Sept. 21.
A message from Moscow states that the Russian subscriptions to the Japanese Relief Fund have ceased and some of the subscribers are demanding the return of their money following an official statement that the Russian steamer Lenin, carrying medical supplies for the sufferers by the earthquake, has been ordered to leave Japan on being suspected of carrying out Communist propaganda and that the crew of another Soviet ship were forbidden to land.

Reports from Moscow state that Russian subscriptions to the Japanese Relief Fund have ceased and some subscribers are demanding the return of their money, following the official statement that the Russian steamer Lenin carrying medical supplies to the sufferers from the earthquake was ordered to leave Japan, suspected of carrying out Communist propaganda and that the crew of another Soviet ship had been forbidden to land.

LAWLESSNESS IN CHINA.

London, Sept. 21.
Commenting on a telegram from its Peking correspondent on lawlessness in China the Times opines, that it is hopeless to proceed by ordinary diplomatic means against such a disintegrated community as the present-day China. It thinks that the most eminent provincial governors could probably be enlisted to support a practical scheme of readjusting the fiscal relations between Peking and the provinces, but in any case the foreign Powers cannot allow themselves to be flouted any more. If China fails to act herself there are several ways in which the Powers can effectively assert their views, the last resort being a large increase of the foreign garrisons.

LEAGUE OF NATIONS.

Geneva, Sept. 21.
The most important work of this year's session of the Assembly of the League of Nations was undoubtedly the draft of a treaty for mutual assistance, enabling the reduction of armaments. The committee dealing therewith had hitherto adopted thirteen out of nineteen articles. The thirteenth provides that any state which is a member of the league who is not a signatory to the treaty may benefit by its adherence to secretary general of the league who shall inform the other high contracting parties. States not members of the league may become parties to the treaty subject to the consent of two thirds of the signatory states.

SPECULATORS CAUGHT NAPPING.

Berlin, Sept. 21.
Excitement has been created on the bourses by a brilliant coup by the financial dictator Herr Frellinger, instructing the Reichsbank to meet all demands for foreign currency.

Traders and speculators accustomed to receive approximately five per cent. of their requirements had formed the habit of considerably over-stating their needs with the result they were astounded when their full demands were met and they were unable to pay. They therefore threw the foreign currencies back on the market causing an improvement in the mark to four hundred and fifty million to the pound sterling.

REPARATIONS QUESTION.

Berlin, Sept. 21.
Political circles are mystified regarding the significance of French reports as to the restoration of the Entente.

A semi-official report announces willingness to abandon passive resistance on certain terms, notably that those imprisoned be granted an amnesty and those expelled be allowed to return and that the administration be returned to the hands of German officials. It declares that the reparations question will then be solvable by effective payments in a manner entailing the evacuation of the Ruhr and restoration of conditions in the Rhineland.

SPAIN AND MOROCCO.

London, Sept. 21.
Coincidently with the announcement of an early resumption of British, French and Spanish negotiations at Tangier, Washington's Reuter correspondent says an official declares that the Government has addressed the afore-mentioned Powers demanding an open door policy at Tangier for America.

PREMIER PLEASED WITH VISIT TO FRANCE.

Praise, Sept. 21.
Prior to his departure for London at noon Premier Baldwin this morning laid on the tomb of the unknown warrior a wreath of laurel and red roses. In a farewell message issued the premier said he was delighted with his stay in France and his visit to Paris. He was deeply touched by the numerous proofs of friendship and goodwill he received.

MORE BRITISH DEAD.

Kobe, Sept. 21.
The third official list of British residents reported killed in the earthquake includes the names of Mr. O. T. Benney, Miss Mabel Francis, Mr. L. Hawkes, Mr. R. B. Keayes, and Miss Evelyn Scott.

Foul Play Ahead

ALL RIGHT—HERE'S MY CHECK
FOR ALL I HAVE IN TH'
WORLD—I BOO—IF YOU LOSE
I'LL NEVER NEVER SPEAK
TO YOU AGAIN—

DON'T
WORRY,
I'LL
WIN

NOT IF I CAN HELP IT—YOU'LL
BE MINE YET—YOU PROUD
BEAUTY

BY SWAN

?????

WHAT
DOES THIS
ARCH-
VILLIAN
KONRAD
KNAEETER
MEAN?
?????

TOMORROW
WILL
TELL

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Half Price SALE

AT

WHITEAWAY'S

Monday, 24th. to Saturday, 29th. Sept.

In order to make room for huge shipments coming forward in October which have been delayed owing to the Dockers' Strike, we have decided to clear a lot of our present stock at **HALF PRICE**.

THE BARGAINS INCLUDE

- Millinery.
- Ready-to-wear Dresses,
- Childrens Goods,
- Boots and Shoes,
- Ribbons,
- Laces,
- Hand bags, etc., etc.
- Dress Materials & Remnants,
- Tea Cloths & Tray Cloths.

Bargains from 10 cts. upwards.

ONE WEEK ONLY.Whiteaway, Laidlaw & Co., Ltd.
HONGKONG.

20, DES VOEUX ROAD, CENTRAL.

Stocktaking Sale.

For One Week Only.

Commencing 21st September.

PIANOS.

BABY GRAND AND UPRIGHT MODELS

BY COLLARD, ALLISON,
BROADWOOD.

Less 20% Discount For Cash.

GRAFONOLAS.

Less 20% Discount For Cash.

COLUMBIA RECORDS.

10 inch Blue Label and Dance Series
\$1.00 each (Usual Price \$2.00)12 inch Blue Label and Symphony Series
\$1.50 each (Usual Price \$3.25)

MUSIC.

Songs, Pieces, Fox-Trots: 20 Cents Per Copy
Volumes, 50 "

MUSIC CARRIERS. Half Price CANDLE SHADES.

10 cents
pairAT
ANDERSON'STel. 654 **HOP CHEONG** 55, Queen's
Road, Central.

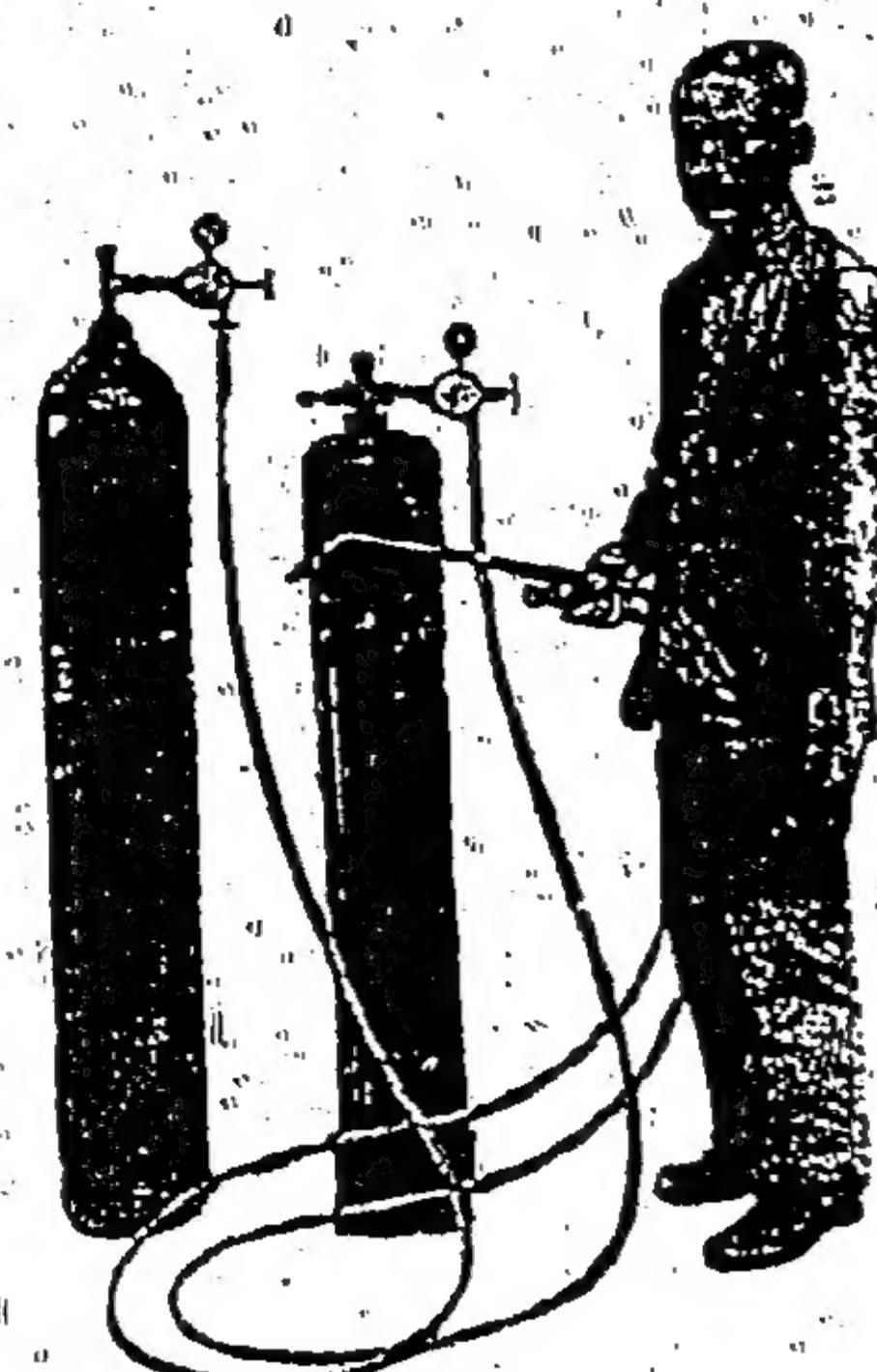
COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

S. O. A. E. O.

THE FAR EAST OXYGEN & ACETYLENE COMPANY, LIMITED



Dealers and Manufacturers of
Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxygen.

Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Voeux Road, Central.

2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks

AIR TRANSPORT.

British Bid For Supremacy

The British Mercantile Marine is acknowledged to be the finest in the world, and there is no doubt, provided bold policy is followed in the next few years, that British aerial transport can achieve a similar position in relation to the air.

The proof of this is to be found in an examination of the transport figures at the London Terminal Aerodrome, where the British air lines have secured such a dominating position that the week before last British machines making ninety-six trips carried no less than 638 passengers, whereas foreign machines made only forty-three trips and carried ninety-three passengers.

The significance of the figures become greater when it is realized that on the only line where there is, or should be, serious competition—London-Paris—the British machines have been running to capacity and have turned passengers away.

Last year the Americans, who bulk largely in air traffic, were using the English and French machines more or less equally; whereas now they definitely patronize the British companies.

Not only are British machines running to capacity, but every available aeroplane is in commission. One of the best illustrations of the growth of travel by air is that in July, 1922, the five companies working from Graydon, in 434 flights only, carried 1,271 passengers, of which number 1,007 went in British machines, whereas last July one British company alone in 118 flights carried 1,200 passengers.

These figures speak for themselves, for it is only on the London-Paris route that any comparison with foreign companies can be made.

BOOM IN TRAFFIC.

Air traffic is undoubtedly booming just now, but it must be remembered that this is the height of the tourist season. If these figures could be maintained all the year round, there would be no need for subsidies, but for seven months of the year the traffic is not comparable with these figures.

The Instone line to Cologne also is running to capacity, but this result was largely achieved by the extraordinarily heavy cargo traffic in and out of Germany. One machine, a Vickers Vulcan, is now permanently engaged for at least twenty-six weeks in taking three tons of tobacco weekly to Cologne and in bringing back an equal quantity of German photographic goods, dyes, and scent.

It is interesting to note that all these goods are not consigned to England. The scent, for instance, is to be transhipped on to Rio de Janeiro. The reason for the increase in goods traffic, of course, is the disturbed railway conditions due to the Ruhr occupation, but the British air transport lines believe, if they are guaranteed long-period con-

tracts, that when conditions become normal they will be able to quote rates so little above those of rail and steamer that the manufacturers will be ready to take the greater speed in delivery.

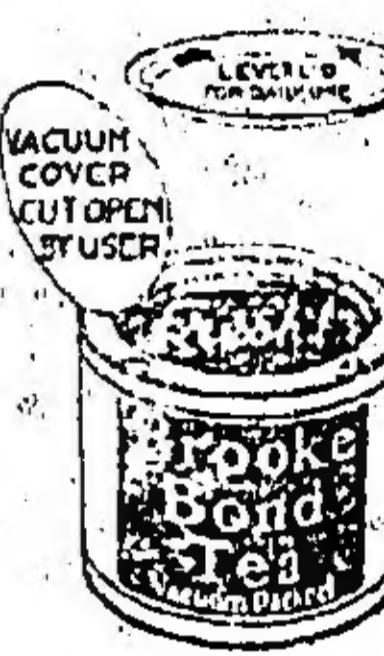
The manufacturer is learning the possibilities of air transport, and this makes it all the more desirable that the Air Ministry should announce as soon as possible its decision in regard to the £1,000,000 subsidy scheme. There are two proposals before the Ministry, one from the Instone Air Line and another, a grouped scheme, from Handley Page, Daimler, and the Supermarine companies. Until a decision is given no company is willing to launch out on new routes or with new machines, in spite of the fact that it is the main need of the moment definitely to establish British commercial supremacy in the air.—Times correspondent.



After those forty winks

When you wake with a start
and find you've slumbered off
in the chair, call for a cup of
Brooke Bond tea. That'll cure
your laziness!

Brooke Bond is a delicious and
exhilarating blend. All the good-
ness of it is preserved in the
vacuum tin.



Ask
for

Brooke Bond Tea

in the vacuum packed tin.

It costs no more than ordinary tea.

RED LABEL IS THE BEST QUALITY.

The inner lid of the tin must not be broken. If broken, the contents may not be Brooke Bond tea.

BROOKE BOND INDIA LTD., P.O. Box 557, Calcutta.

Hong Kong Agent: ALEX. ROSS & CO., Hong Kong.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL NO. 1110. 25, WING WOO ST.
Central.

VITTEL

(VOSGES)

COLD SULPHUR AND BICARBONATE SPRINGS CON-
TAINING SALTS OF CALCIUM AND MAGNESIUM.

CLINICAL INDICATIONS

(Continued)

**PRINCIPAL THERAPEUTIC INDICA-
TIONS.**—The following diseases may
be cured by the treatment at Vittel:

8.—**Arterial hypertension.**—Especially during the period of pre-sclerosis when there is only functional disorder present due to the intoxication. Arterio-sclerosis with oliguria, retention of urine and uræmia.

9.—**The various manifestations of arthritis.**—Arthritic glycosuria, certain forms of dermatosis, certain migraines and gall-malformations caused by urinary and oxalic intoxication.

10.—**For children and adolescents of gouty parents,** the cure is indicated in cases of urinary disorders and troubles of micturition, incontinence, vesical spasm, biliary troubles (cyclo vomiting); affection of the digestive system associated with biliary insufficiency; gastro-enteritis with constipation, certain forms of dermatosis, migraines.

THE FRENCH STORE

Telephone Central 794

Also on Sale

VICHY CELESTINE, EVIAN les BAINS

and

CONTREXEVILLE WATER.



NEW ADVERTISEMENTS.

WANTED.

THEATRE ROYAL
TO-NIGHT! TO-NIGHT!
COMMENCING SATURDAY, Sept. 22nd
at 9.15 p.m.
Bandman's Easter Circuit, Ltd.
presents the
FORBES RUSSELL
COMEDY COMPANY

WANTED 16 or 20 bore fowling piece in good condition—must be well-known make. Offers to Box No. 998 c/o "Hongkong Telegraph."

TO BE LET.

OFFICES TO LET—Good offices in No. 1 Duddell Street 4 rooms on top floor, use of lift. Apply Box No. 994. c/o "Hongkong Telegraph."

TO LET One good-sized go-down in Pakhinhok, Honan Carlton. Apply to Kwong-Yuew 60 Bonham Strand W. Hongkong.

TO LET—6 roomed, detached house with splendid view, Honmuntin, furnished or unfurnished, hot and cold conveniences. Apply Box 995 c/o "Hongkong Telegraph."

TO LET—3 storied houses in Granville Road, Kowloon. For particulars apply Box 996 c/o "Hongkong Telegraph."

BOARD RESIDENCE, 2 & 3 Victoria Gardens, Hankow Road, Kowloon, next Kowloon Hotel. Home comfort. Well furnished double, and single rooms. One minute ferry. Terms from \$4.00 per day. Tel. K.357. Mrs. Stewart Opilovic, Proprietress.

KOWLOON-CANTON RAILWAY

British Section:

NOTICE.

DURING suspension of the through express service, an additional local train will leave Kowloon on Sundays and Public Holidays at 2.52 p.m. returning from Shum Chun at 6.30 p.m.

ROBERT BAKER,
Manager

Kowloon,
Hongkong, 19th Sept., 1923.

THE HONGKONG & WHAMPoa DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Share Register & Transfer Books of the Company will be closed from the 1st to the 30th October 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2 Queen's Buildings, Hongkong, on and after the 8th prox.

By Order of the Board.

E. COCK,
Acting Chief Manager
Hongkong, 17th Sept., 1923.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

Notice to Shareholders:

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Friday, 5th day of October, 1923, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1923.

THE TRANSFER BOOKS of the Company will be closed from 27th September to 5th October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1923.

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KOWLOON CRICKET CLUB

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IN AID OF JAPAN DISASTER FUND.

SATURDAY, Sept. 22nd.

MISS DAISY O'KEEFE, will resume her dancing classes on the 8th October.

Morning Station Hotel 10 a.m. to 1 p.m. Afternoon King Edward Hotel 3.30 p.m.

ADMISSION — \$1.00

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European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

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DRY DOCK
LENGTH 787 FEET.
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SILL (H.W.O.S.T.) 34 FT. 6 IN.

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Three sizes of tins are sold:

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Ask the Nestle & Anglo-Swiss Condensed Milk Company.

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PEKING LAMP SHADES

We have large stocks of the choices Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, cropeé underwear, dresses, laces, Mandarin costumes, Swatow work, etc.

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A Radical Improvement

BECAUSE—The all-metal barrel—
Adds to its strength—
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FRECKLES AND HIS FRIENDS

It's Hard to Tell

WELL WHICH ONE OF YOU IS JAY?

I'M JAY—CAN'T YA TELL BY TH' SCRATCH ON MY NOSE?

BY BLOSSER

IF YOU
ENJOY
REALLY
GOOD COFFEE

BUY THAT WHICH IS
SPECIALLY SELECTED
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CHATER ROAD.

TO H. M. THE KING AND H.R.H. THE PRINCE OF WALES

BY APPOINTMENT



HOW IS IT THAT A MAN CAN PUT HIS
HAT ON "JUST SO" WITHOUT LOOKING
IN THE GLASS?

PERHAPS IT IS CONSTANT PRACTICE, PER-
HAPS BY THE FEEL OF IT ON HIS HEAD.
JUST AS THE MAN WHO WEARS A LINCOLN
BENNETT FEELS "NOT ONLY" THAT
IT IS ON RIGHT BUT THAT IT IS RIGHT.

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THE BEST FELT HATS ARE MADE FROM
NUTRIA FUR, FINE HARES' FUR AND
SCOTCH CONEY FUR, AND ARE PRICED
ACCORDINGLY.

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THE NEW REMINGTON PORTABLE TYPE- WRITER.



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No Shifting for figures.

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The Telegraph.

HONGKONG, 22nd Sept., 1923.

H.C.L.

During the war, Hongkong was one of the few places in the Empire which did not experience any appreciable rise in the cost of living. A variety of causes contributed to that circumstance, notably the high exchange value of the local dollar. To-day, however, conditions are far different. Our turn has come at last, and we are all conscious of the fact that it costs far more to live nowadays than it did a decade ago. "The good old days," when a man could live for what, in relation to his salary, was a mere pittance appear to have gone for ever. The problem nowadays is for the average resident to make both ends meet. For the great majority, the dream of retirement in the Old Country, even under modest conditions of comfort, must continue to be a dream. Apart from the difficulty of saving money in Hongkong, the fact cannot be overlooked that there are heavy burdens of taxation to be borne by any who go Home to settle down. Britons are now paying heavily for the war.

The facts and figures which we give to-day in relation to the rise in the cost of living locally tell their own story. They give a concrete form to the general impression that costs have risen tremendously in recent years. In regard to the charges made by retail stores for clothing and other necessities, it is, of course, absurd to talk of profiteering. The retailers are as much the victims of circumstances as we are. Wages, rent and other overhead charges have steadily advanced, to say nothing of the wholesale cost of imported goods, and these factors, together with a dollar much below wartime exchange value, have all had a part in sending up prices to the purchaser. The vicious circle is apparent everywhere; we are all affected by it, whether we are buyers or sellers. Wages and other costs of production rise, and that, in turn, sends up the price. To meet those prices, other wages must be advanced. And so the process goes on.

We direct special attention to the figures relating to house rentals. These are most striking, and they certainly suggest that, unless the supply rapidly overtakes the demand, it will be the height of folly to remove the

rent restrictions next year. We commend to the Government this aspect of the situation, in the hope that no definite decision to repeal the Rents Ordinance will be reached until the situation has been examined from the point of view of the disparity in rentals between protected and unprotected houses. To rescind the law on the mere chance of conditions improving would be most impolitic and dangerous. Careful investigation is necessary before such a step is seriously contemplated.

China and Opium.

The Opium Traffic Committee of the League of Nations certainly does not intend to let the grass—or the poppy seedling—grow under its feet. Having succeeded in obtaining the adoption by the principal nations of a system of import certificates to guard against illicit traffic in the drug (which has given rise to special regulations now before the local legislature) the Committee is bent on finally suppressing the production of opium except for the barest medicinal and scientific requirements. It is recognised, however, that there are certain countries where it will be necessary to withdraw the drug very gradually—to deprive the addict suddenly of his dope would be to drive him mad. Even with a gradual withdrawal, the opium-taker will turn to some other source of solace. It is already notorious that worse drug habits have succeeded opium-smoking, and that alcohol is supplanting the drug in China to a fair extent. This is deplorable, for everyone knows that cheap spirits act far more quickly in breaking a man up, and the effects are so opposite to the peaceful somnolence derived from opium. Perhaps the League, having achieved a triumph in this one direction, will later aspire to further great things, and in the intervals of trying to "save face" when openly flouted by Italy and others, might turn its attention to world-wide prohibition of the consumption of spirituous liquors. In this it could probably count on the wholehearted co-operation of the United States of America. And later we might even have League committees solemnly placing a ban on decollete dresses and jazz music. At least it would be justifying its aim, which is to maintain the peace (and, we suppose, the peace of mind) of the world.

Is It True?

We find something almost amusing in the statement, "the declaration by the Chinese delegate, which is to the effect that China is out rigidly to suppress the cultivation of opium; and he avers that his Government has never sanctioned opium-poppy growing. We sympathise with him. His Government does not govern more territory than it could encompass in a day's ride, so while it is against the cultivation of the poppy just as it is against the cultivation of a Southern Presidency, a system of organised banditry, and many other things it has not the power to enforce its dictate. So we can take it that those hundreds of acres of opium poppy that we all know exist have not come to the knowledge of the Chinese Government (of Peking, North China). They certainly could not have sprouted on their own. We only wonder whether the anti-opium members of the League are "wise" to this state of affairs, or whether they are prepared to sit at Geneva contentedly imagining they have all the facts at their disposal and that, they are duly justifying their existence as a power for the good of mankind.

CANTON STRIKE.

Situation More Serious.

The strike of hotel and restaurant proprietors in Canton has become more serious, as the Government has shown no inclination to negotiate, whilst the proprietors and employees have banded together in a determination to fight to the end.

It is stated that certain arrangements have been made by the strikers whereby in case of a conflict \$300 will be paid to the family of anyone killed and \$1 each daily to those wounded together with medical expenses.

DAY BY DAY.

THERE IS NO BETTER WAY OF TURNING A BOY AWAY FROM LITERATURE THAN TELLING HIM IT WILL DO HIM GOOD.—Mr. Frank Jones.

The name of Mr. A. G. File has been added to the list of authorised architects.

The Ming Yuen Studio has some excellent photographs of the Japanese earthquake disaster.

Tenders are being invited for filling-in approximately eight acres of the tidal flats north of the Lai Chi Kok Road and accessory works.

Mr. and Mrs. C. F. Maltby left yesterday by the P. & O. liner Dongola. Mr. Maltby has been transferred to the Rangoon branch of the Chartered Bank.

Rural Building Lot 235, situated at Pokfulam Road, is to be sold by auction on the 9th October. It has an area of about 35,000 square feet and the upset price is \$11,500.

An Ordinance to provide for the closing, narrowing and diverting of streets, and for the alteration of the levels of streets is to be introduced at the next council meeting.

The N.Y.K. has received a telegram from Kobe stating that the Tama Maru sailed yesterday with 185 refugees aboard, whilst the Tango Maru sailed with 54 Chinese refugees.

Amongst the passengers who left by the P. & O. liner Dongola for Home was Mrs. Stanley Smith, widow of one of the officers of the ill-fated Loongsang. She was accompanied by her little daughter.

A man was admitted into the Government Civil Hospital yesterday suffering from shot wounds in the forearm and thigh. He told the Police that he received these in an encounter with pirates at Ping Ho in Chinese water.

The Gazette notifies that the following names have been removed from the register of medical and surgical practitioners qualified to practice medicine and surgery in the Colony: Dr. Karl Hoch, Dr. Carol Justi, Dr. Oskar Muller-Meernach (formerly known as Dr. Oskar Muller), Dr. Kurt Otto Hermann Walther and Dr. Theodor Van Wesel.

Pte. John Roberts came before a District Court Martial, at Murray Barracks, yesterday afternoon, charged with being absent without leave and with being deficient in his kit. Roberts voluntarily gave himself up at Murray Barracks guard room on Sept. 10th., after being absent from the 7th. He was dressed partly in military and partly in civilian attire.

The following is from the Canton Daily News of yesterday: T. T. Ching—the former Managing Director of the Provincial Bank of Kwangtung, and Commissioner of Finance, who was found guilty of embezzlement of the Provincial Bank to the extent of more than \$3,800,000, and sentenced to death on September 6 was pardoned by the Generalissimo, Dr. Sun Yat-sen. He was released yesterday afternoon by the Commissioner of Public Safety, General Techen Wu.

AN ANCIENT OFFICE.

The King, by Letters Patent under the Great Seal of the United Kingdom, has granted to Captain Aubrey John Toppin, 3rd. Battalion the Royal Irish Rifles (now the Royal Ulster Rifles), the office of Bluemantle Pursuivant of Arms, vacant by the death of Mr. Edmund Clarence Richard Armstrong. The office of Bluemantle Pursuivant is one of the four Pursuivants ordinarily on the establishment of the College of Arms. On special occasions or under special conditions additional Pursuivants have been appointed as Extraordinary, but as a rule they have, as vacancies permitted, been absorbed into the normal establishment. Mr. Armstrong, to whom Captain Toppin has now succeeded, held the office of Bluemantle for a few months only.

The usual launch service to Easme Beach will cease after Sunday, September 16th. reads an announcement in the S.C.M.P. Maybe the committee are having a "smoko" in the absence of the energetic President.

Surely an afternoon Carnival would be possible. The beach is ideal for such a function and climatic conditions for the next few weeks should be good.

Perhaps some of the committee don't know where the beach is!

Seems to us that after the recent bowls display, it is up to the Pressmen of the Colony to challenge the next best four.

Bulls and Inners

From the Office Butts.

There is no truth in the story that the mare of Cheung Chan will run in the forthcoming number of adjectives describing what fine fellows were the Hongkong team.

Hang it, what are the newspapers for anyway if you can't send them home with blue pencil decorations?

It is rumoured that at an early date a survey will be made of the K.C.C. Bowling Green. A plan will afterwards be prepared giving the general contour of the ground together with all channels marked in red.

If these buses become much thicker in Kowloon, we'll need to ask for elevated roadways for pedestrians.

At bowls, better to be through short. But then you needn't be an Interporter to be able to do that.

The decision of a London magistrate in disallowing a claim for maintenance by a wife because she refused to join her husband in the country, has set more than one Hongkong grass widower thinking.

But then again many a man is prepared to stump up in order to have peace and a good time.

With others it's a case of making a virtue out of a necessity.

The Spirit Consumption Test is to be held on Sunday week. We thought it had taken place during the Interport Bowls Week.

These are days of relief. Hongkong is sending help to Japan and Kwangtung, and Canton is sending also to Japan.

The only relief we desire at the moment is immunity from the smuts which float into our office from the hotel kitchen opposite.

Hongkong's taxis are certainly smart-smart-looking vehicles. We hear of a taipan who got into one under the mistaken impression that it was his own car.

If this becomes a habit, we shall soon be having fresh demands for reservations.

Come to us to get fit," says a tailoring establishment in the North. Which reminds us of the firm that guaranteed "quick execution for clients."

"Own Your Own Home," says a local contemporary. It is perhaps not so difficult as owning somebody else's.

It doesn't follow that a bowling report must of necessity be biased.

A well-known cinema man visiting China was reported the other day to have taken some pictures at Eden. It appears to us Evedon that he must have got Adam fine film.

The Government is introducing an Ordinance "to regulate the Fire Brigade." Better have one to regulate fires, especially about Chinese New Year.

Pity the Kings! Ours go away in December and Alphonso nearly lost his job last week.

Canton is taxing all meals supplied in public places. The more they eat the sooner the war will be over.

Next year we hope to get through most of our Interporis by radio.

Some people think a Philatelic Society merely a medium through which they can obtain cheap stamps.

Last week we found one of those mournful young men who are continually complaining that there is never anything doing in Hongkong.

He was just finishing his second lot of sarsaparilla before toddling off to the lecture in Queen's Road.

The only occasion on which some of our Unofficials will make their mark in the Legislative Council is when they upset an ink pot.

If it so happens that we require more gaol accommodation, what about using our public telephone boxes?

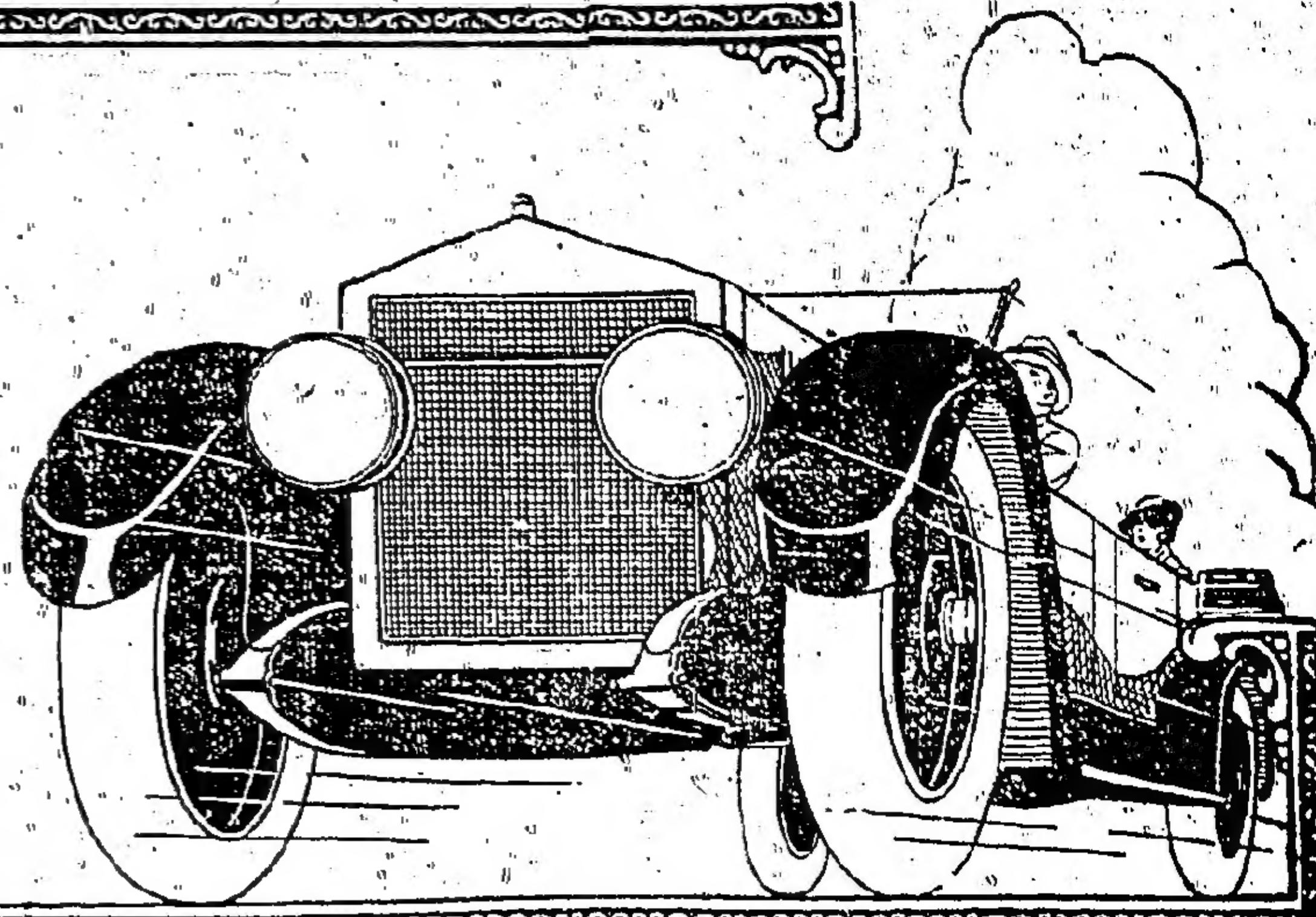
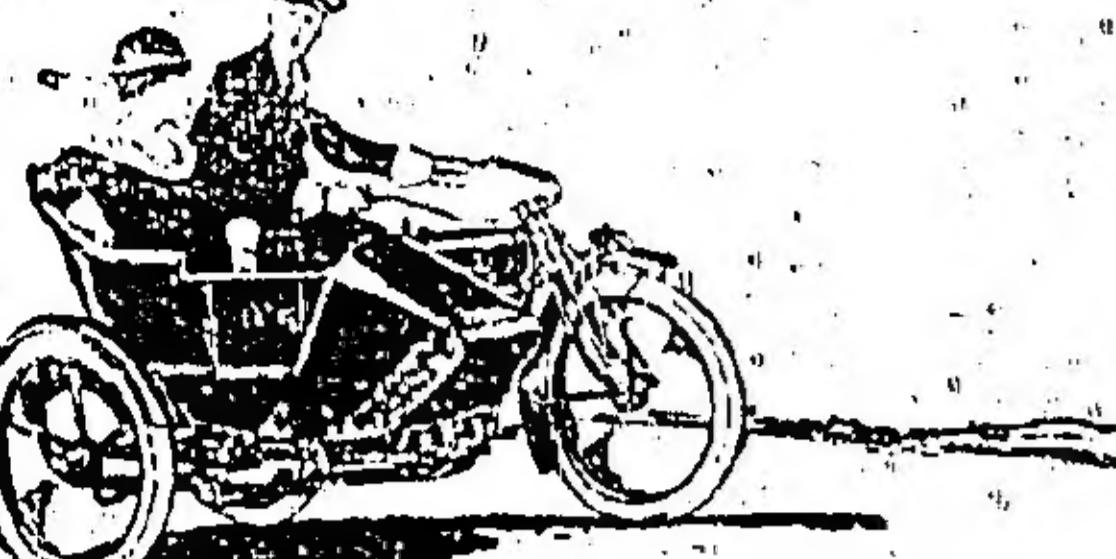
We can imagine no greater punishment than having to stay in one against our will.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, Sept. 22nd 1923.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

From and after the 25th instant, during the temporary abeyance of the legislation, Overcrowding of Hon. Secretary of the Hongkong cars can be a fruitful source of accidents, especially when, Automobile Association all communications should be addressed as follows: "To the Joy-riders are up to all manner of pranks. In any case, not more than one passenger should be permitted to sit beside the driver, because to cramp him for space is to impede his movements in moments when he may need all his wits to carry him through."

Members of the Hongkong Automobile Association are notified that they can obtain "Socony" gasoline at the following reduced rates: Eight Imperial gallons, \$7.10; Four gallons, \$3.55; Two gallons, \$1.80; one gallon, 90 cents. It may be obtained at any of the following garages: Connaught Motor Garage; East Point Garage; Eastern Garage; Moon Garage; Palace Garage; Star Garage; World Garage; and N.K. Smith Garage. It is necessary for members to have their badges on their cars to denote membership of the H.K.A.A. Any complaints on this subject should be addressed to the Hon. Secretary.

A correspondent to-day raises a question of some importance, whether the fixing of an arbitrary speed-limit should not be abandoned in Hongkong. This is a familiar topic amongst motorists, it seems to always cropping up wherever the fixed limit is in force. Here in Hongkong, practice are often based on the gyrations of a combination, the limit or driving to the danger of the driver of which wanted to get the public and sometimes for up Garden Road. There had been both the one and the other. The a little rain, which made the pavements of this Supplement are just wet, and Garden Road "just open" to motorists for express wet" is a fearsome thing. To those of opinion on the matter "limb" the slope under such conditions is almost like trying to drive a greased lamp-post. One motorist really thinks, or simply slips off. The combination the question.

A few evenings ago we watched alternative charge exceeding the driver of which wanted to get the public and sometimes for up Garden Road. There had been both the one and the other. The a little rain, which made the pavements of this Supplement are just wet, and Garden Road "just open" to motorists for express wet" is a fearsome thing. To those of opinion on the matter "limb" the slope under such conditions is almost like trying to drive a greased lamp-post. One motorist really thinks, or simply slips off. The combination the question.

We realise it is rather a difficult matter to "remedy." Sand, the usual remedy, is useless here, as far as reliability and lasting wear of course, if just gets washed off second to none. The latest owing to the slope of the road, Triumphs are tremendous improvements and the Gardner. The Gardner engineers for the slipping off the road. Why a road so steep as Gardner Road should have such an excessive camber we are at a loss to imagine. Surely the gradient will carry off surface water without the help of a camber, which will one day be responsible for a serious accident.

While on the subject of Garden Road, why does the P.W.D. consider it necessary to lay a two-inch layer of sand on the turning from Garden Road, into Upper Albert Road" in the winter? We can understand, however, in the standardising of them putting sand in moderation dynamo lighting and the fitting on the roads in summer, when the Triumph-Dunlop type of "muc" is soft and liable to get front fork while the wheels are torn up, but why is it necessary now 26" x 3". The lighting to lay a road surface, which set is manufactured by the best of its class. We have a good supply of solo matchings to fall in winter? We will insist on putting two inches of sand on dangerous corners, we see the time fast approaching when the supply will nowhere near equal the demand. Let's have sand if it is necessary, but in moderation please.

A matter upon which we have been asked to comment in this column is the tendency locally to overload motor-cars. This is particularly noticeable amongst picnic parties and also on the part of Chinese joy-riders. We have often seen a five-seater car with anything from seven to ten people aboard—two or three crammed beside the driver and others perched about the sides of the car.

The front fork has been entirely redesigned. The fruitful source of trouble—the old barrel spring has been eliminated and road shocks are taken up by two coil springs on the sides of the fork, which combined with the 3" tyres give extraordinary riding comfort. For anyone wanting a reliable go-anywhere, simple-to-drive, decarbonised-in-an-hour mount weighing only 240 lbs. (against the American 360 lbs. per solo machine) at \$375, we would say "Get one before they are sold out."

TUNING A MOTOR CYCLE.

For Record-Breaking at Brooklands.

TRY "NORTONIA."

There is no more fascinating occupation than tuning a motor cycle, especially tuning it to produce record-breaking speeds, but, at the same time, it can be, and often is, a most heartbreaking business, chiefly because it is such a "hit and miss" business.

"Before a motor cycle can be tuned to produce speed, it must be made to produce speed and eighty per cent. of the record-breaking machines at Brooklands are made for Brooklands only; they could not be used on a road.

In most firms, the designer is told to design a machine to break certain records if possible and he immediately proceeds to turn out a machine for that purpose only. Some firms, of course, use their standard productions, but they are "some" standard productions when they are ready for the track.

We will take the case of a specially-designed machine and give its history. The designer is told what regards the firm intends to attempt. This is most important, as machine can be made much lighter for a short distance record than it could be for a long one. He gets out his drawings and they are given to the various shops which make the machine and care, the whole going right through, and oil does not remain in the crankcase but is churned up and loses its lubricating properties.

To be continued.

The cylinders are first cast, then machined, ground and sandblasted externally, as well as the cylinder head, valve ports, etc.

The cylinder head is as near as possible a perfect hemisphere and is sandblasted, etc., until it is perfectly smooth and shiny.

The valve ports are as carefully polished and they are redesigned

so that there is a continuous stream

going right through, and oil does

not remain in the crankcase but

is churned up and loses its

lubricating properties.

To be continued.

SHANGHAI TRADE MOTOR VEHICLES.

MOTOR SPEED

The Hongkong Limit Criticised.

We have received the following letter for publication:

Sir, Not being a pronounced gambler, I am inclined to hesitate before writing a letter of protest (which I trust you will consider worthy of publication in the Telegraph) against the rather absurd and irritating regulations governing "speed" of motor cars and cycles in Hongkong.

In certain controlled areas a speed of not more than ten miles per hour is stipulated which really is utterly ridiculous. If, for example, I am driving my car from West Point to Causeway Bay, and I follow the tram route, the law means that I must not pass a tram even though I happen to start at the same time as on from West Point, because I am sure that the average rate of progress of the tram would work out very near an average of ten miles per hour!

Would it not be better if the practice in force in the greater part of England and the Continent applied here? The law there protects a driver for driving to the danger of the public, or, alternatively, driving recklessly.

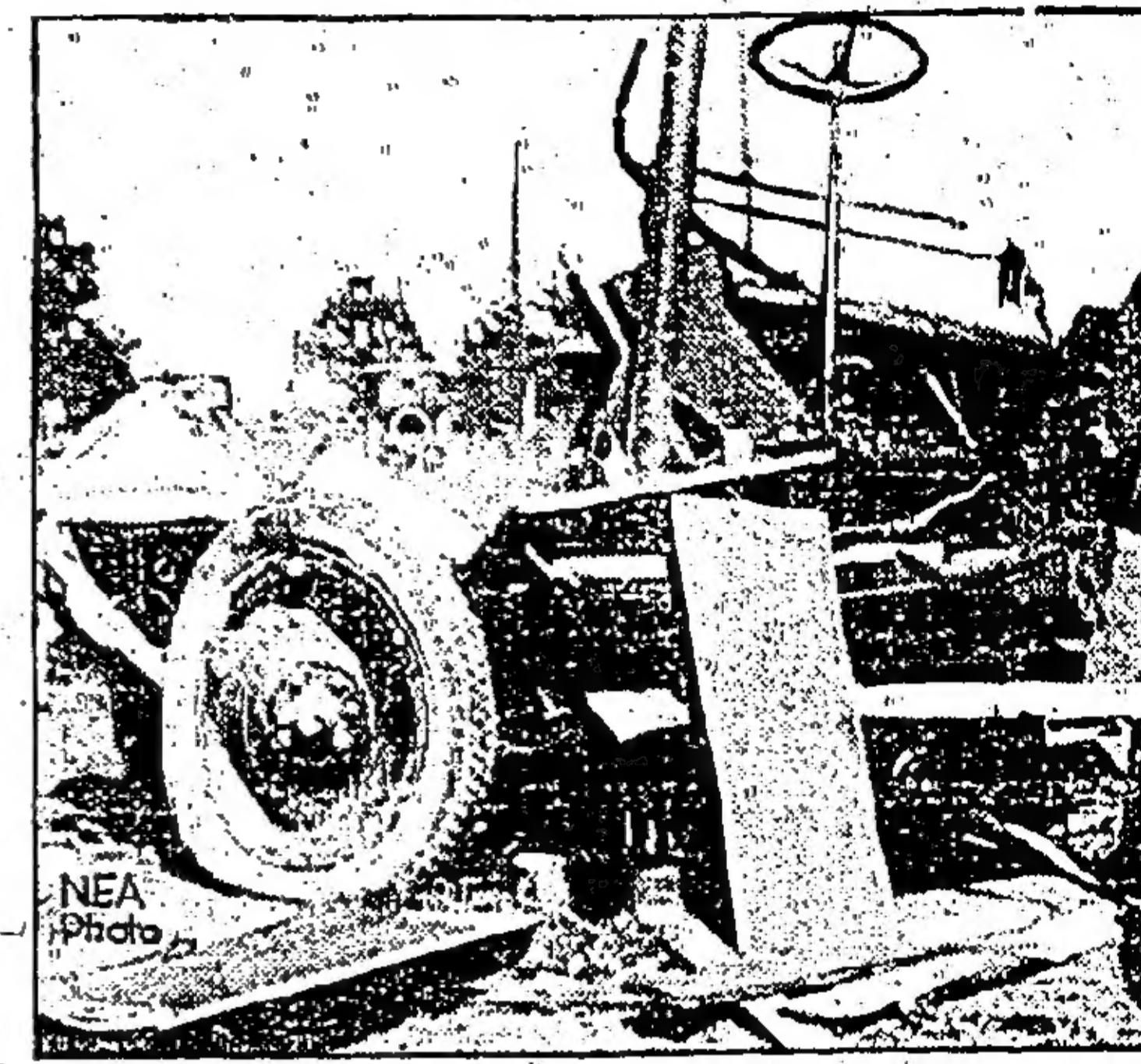
I am not a reckless driver by any means, and yet I cannot take my bus out without being aware of the fact that I am breaking the law! Recklessness should be heavily dealt with, but surely it is about time that the voice of reason whispered into the ears of those responsible for the traffic laws of this Colony.

Enclosing my card,

Yours etc.
LAW BREAKER.

Hongkong September 18th, 1923.

A NASTY MIX-UP.



This car was smashed when it ran into a train in Erie, U.S.A. the occupants being killed.

ROAD RULES FOR NEW MOTORISTS.

Essentials Which Should Be Memorised.

Capt. E. de Normandville writes in the *Daily Chronicle* as follows:

It is obvious that the new motorist can only acquire road sense in the mill of practical experience. It is also obvious that until he or she has acquired that road sense an abnormal amount of care should be exercised whilst driving.

I am afraid most experienced motorists encounter so many bad examples of "all wrong" driving that the blame must be laid on the shoulders of new motorists.

I will therefore give a few of the more essential rules which all motorists should adhere to, and which novices should know by heart. And the newer the motorist, the more rigidly should he adhere to them.

Overtaking on Bend.

Never in any circumstances attempt to overtake another vehicle on a bend in the road or at any other time when you cannot see ample clear road ahead.

SAFETY FIRST.

Keep your eye on the road when changing gears.

I have personally had to use the brakes pretty freely, no fewer than three times this week to avoid an accident through "the other fellow" neglecting this essential rule. It is one of the "absolute essentials" of Safety-First driving.

Another common failing with new motorists is the making of a decisive right-hand turn without giving adequate warning to following traffic.

It is no use turning the steering wheel for a right-hand turn and simultaneously indicating that turn with your right hand. You must put your right hand out 100 or 150 yards before the turn, and hold it out whilst slowing the car down and working gently towards the right.

And it is a good habit to make a point of also glancing in the

driving mirror for right-hand turns. But if you are only going to use one method, it must be the arm.

Rules for Corners.

I am not going to tell you never to cut a right-hand corner, because it is correct to do so in certain circumstances. This is the point that counts.

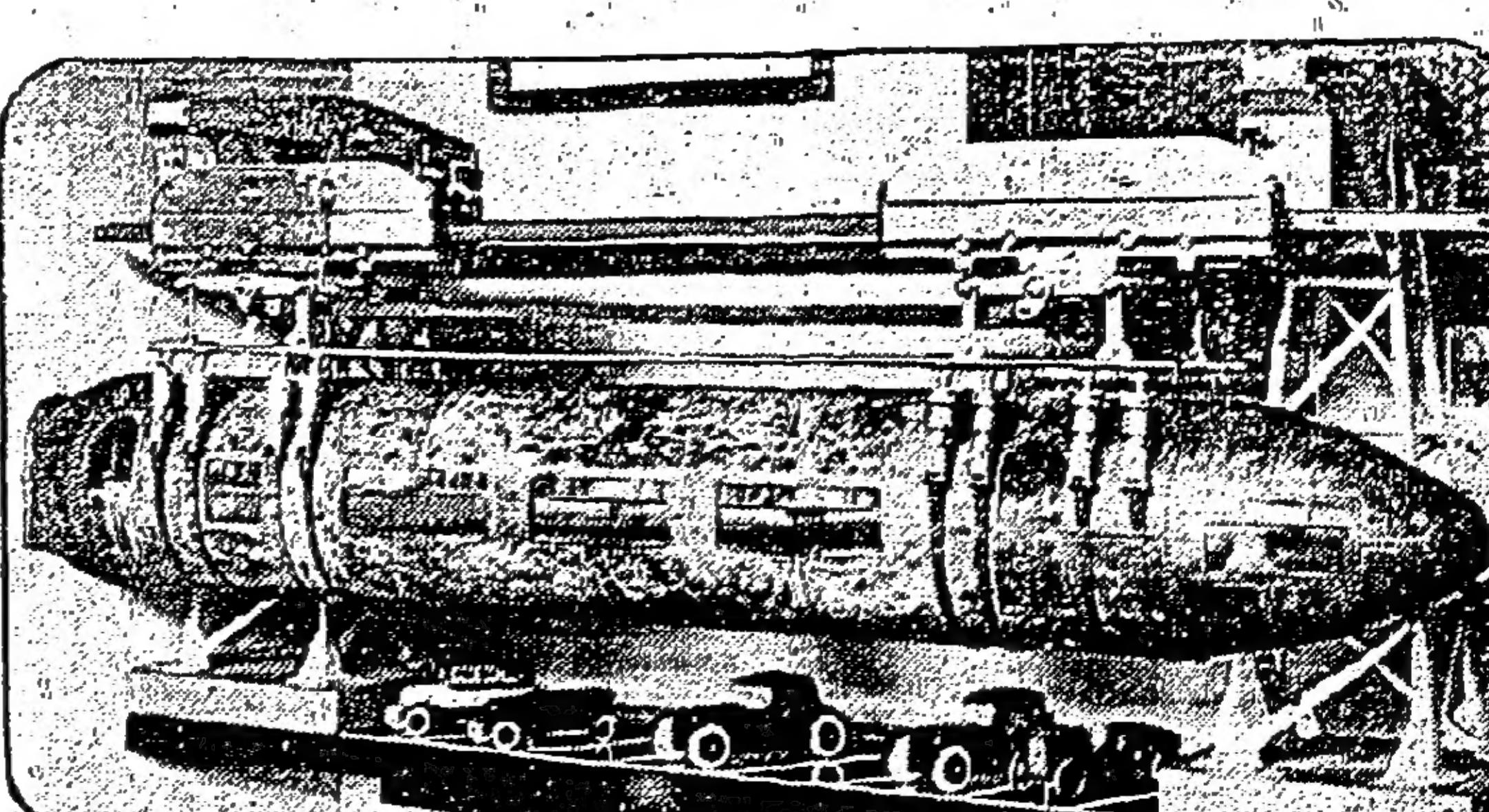
You must never "cut" a right-hand corner, or bend, unless you have a clear view of a clear road ahead. When you have a clear view of a clear road ahead you are legally entitled and "driving properly" if you cut the corner. But in no normal circumstances must you "cut" blind right-hand corner of bend.

Then there is the left-hand corner. There is only one correct way of taking it. You must not take it fast. Slow down and work gradually towards the left and turn the corner at such a speed that no sudden braking is necessary immediately before the corner.

In other words, the slowing down on the straight road should be such that there is no need to take the corner wide.

These are the chief "must" and "must nots" which the new motorists should memorise.

THE PARKING PROBLEM.



With the adoption of overhead street cars in large cities, as shown here, the motor car parking problem might be solved. The torpedo-shaped car is the invention of Private Detective Fletcher E. Felt of Los Angeles. It has been approved by that city's police department and California railroad companies have asked that the sales rights be withheld until their engineers can study the plans of the proposed system.

In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

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COMPETITIVE PRICES
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MOTOR CUTS VI-BRATION IN HALF
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FIRST IN ACCELERATION TEST FOR COMBINATIONS HELD IN RECENT TRIALS.

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TRUCKS FROM OUR NEXT SHIPMENT.
ALL ELECTRICALLY EQUIPPED WITH
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NO CHANGE IN OUR AGENCY FOR
THE ABOVE.

Full Stock of Spares Carried

WHAT SELLS A CAR?

Beauty a Factor.

What sells a motor car nowadays? asks an American motor writer.

In former days it used to be performance—speed, power and capacity of the engine, to hold up under any circumstance, that caused a prospect to purchase a motor car.

Until recently, with the engine developed as highly as engineers could bring it, the salesmen stressed its perfect qualities and, through it, the economies enjoyed by the buyer. For economy and comfort were the essentials sought in the last few years among motor car buyers.

Now, however, comes another trend in automobile purchasing. If the observance of salesmen and automotive engineers are taken as criterion, beauty of line and whatever new fad and fangle they can contrive will sell their automobiles, for the coming season at least.

Individuality Sought.

Of course, the elements of economy and comfort are still in demand and they are being provided so far as possible by all manufacturers. But since these have already been resolved almost to equal terms, in accordance with price and class, the builders have begun to seek other points about which they could make their products individual.

Thus, Buick comes out with four-wheel brakes, Hupmobile with a longer chassis, Studebaker with improvements in fittings and others with similar advancements in design. In no case, not even that of Buick, is the innovation of importance enough to be considered remarkable.

The four-wheel brake system, to be sure, is quite an advancement. But there is still considerable doubt as to its practicability.

Several prominent members of the Society of Automotive Engineers have expressed this doubt in statements at a recent meeting.

Necessity of keeping all brakes constantly in proper adjustment is so important that they wonder whether this significant item would not work as a drawback against the general adoption of the four-wheel brake system. They wonder whether the driving public would want to bother sufficiently to keep the brakes equalized.

"Selling Points."

With this doubt prevailing, it is a question whether the new Buick will work out as a basis for all other cars of similar price and construction. Instead, it is believed by some engineers, this innovation is merely another "selling point" for Buick—nothing more.

Even greater in importance from the sales viewpoint, is the general trend toward supremacy in beauty. Since all mechanical points are practically equal, car for car, what could be more pleasing to the prospect than a "knock-out" of a car?

Auto competition rests now days on this talking point, backed up by the efforts of manufacturers to make it good. The new cars certainly are beautiful, if nothing else can be said of them—although they have certain other individual advantages that make them survive in the face of the hardest competition.

Auto competition rests now days on this talking point, backed up by the efforts of manufacturers to make it good. The new cars certainly are beautiful, if nothing else can be said of them—although they have certain other individual advantages that make them survive in the face of the hardest competition.

200 GUINEAS AND UNDER.

Small Cars for Men of Moderate Means.

Whereas but two years ago the family man was practically unaccustomed for in the way of a commodious and compact small car, to-day his greatest difficulty lies in making his choice from a representative array of productions, each and every one of which can lay claim to being economical both in first cost and ultimate maintenance, and providing a degree of reliability almost bordering on the monotonous.

To such perfection has the small car arrived; and the light car manufacturer to-day is offering cars with which pre-war productions cannot compare either in performance or price value.

The economical motorist to be, who probably has £200 or £350 to expend on a means of transport, quite rightly looks upon his purchase as an investment from which he, and his family will receive dividends in the form of health-giving runs to the country and the seaside, whilst there are many to whom a small car is no mean business asset.

Conditions Governing Choice.

If, then, the initial outlay is looked upon as an investment, the investor is justly entitled to be discriminating in his choice. Individual circumstances will to a certain extent govern the final decision, but it is essential that one should have a perfectly clear idea as to what one requires in the matter of accommodation and road performance.

If the car is to be garaged at home one may be tied down to a type having certain overall dimensions, which, broadly speaking, is not always satisfactory, as in other respects the car may not make such a strong appeal to the prospective owner as several others coming within his price limit.

At the outset, then, it is necessary carefully to review the position setting down those conditions which are the more likely to influence the final decision.

By following such a course the process of weeding out is considerably simplified, and from a field of perhaps 20 cars of equal excellence the choice narrows down to, say, half a dozen—a point in refinement, the colour of the coachwork, or some more or less minor feature influencing the final selection.

As every purchaser has his own likes and dislikes regarding power units, gear-lever position, type of body, etc., one can only generalize when there is such a variety of small cars available.

Air-cooled "Twins."

Whilst air-cooled twin-cylinder cars, such as the Rover Eight, Stoneleigh, New Carden (two-stroke), Blitzen, Whippet, and Tamplin, at one time made an appeal by reason of their simplicity and invariably marked accessibility, the fact of the unit being air cooled is sufficient to cause the new owner to hesitate. But why? Reputations such as these cars have gained would not have been possible had air cooling proved itself to be as satisfactory as the water-cooled system, for both types are available without any price-governing factor.

After the remarkable success of air-cooled cars under all conditions of service it would be bordering on impertinence for the present writer to pass his own opinion on air-cooling in general.

Suffice it to say, that not only is the system as reliable as water-cooling, but it has certain decided advantages.

If, however, the larger working parts of the twin engine are preferred, to the necessarily smaller dimensions of the miniature "four," and water-cooling is an essential need there are such admirable little cars as the Jowett, Wolseley, Ariel, and others to fill the bill.

Among the "small four" class there is rather a generous range if those particularly efficient Continental productions, of which there are many, are included. Of the British types the diminutive Austin Seven and Gwynne Eight are truly representative, whilst the Peugeot Quad and the baby Citroen are the better known of the French miniatures.

But do not these little engines wear rapidly and do they not require constant attention by reason of their small dimensions and high revving propensities? No, these small fours are not the weaklings which the uninitiated believe them to be, but, very naturally, the more attention that is given to valve adjustment, plug and magneto point setting, etc., the longer will efficiency be maintained.

STUDENTS' MOTOR TOUR.



Forty U.S. University students are touring by motor through mining districts to gain technical knowledge. Above is one car load, including T. C. Chen (in light trousers), a Chinese student.

TYRE PRESSURE.

A Hint Worth Knowing

Many motorists fail to appreciate the significance of tyre pressure with regard to the comfortable suspension of the car, and as often as not harsh suspension is put down entirely to the springs, no thought being given to the tyre pressure.

Thus, if tyres are inflated without the use of a tyre gauge, it is more probable that the pressure will be much higher than that recommended by the makers by the time the operation is finished, and, although this may be quite satisfactory in the case of a fully loaded car, in the case of a four-seater with the driver riding solo the suspension becomes almost painful on rough roads.

As a general rule the effect of tyre pressures is more noticeable in the back than in the front of a car, apart from the question of easy steering, and the driver who is out for maximum comfort will find that it is by no means an impracticable plan to vary the tyre pressure at the rear to suit the load when circumstances warrant it.

At this time of the year family parties make their way by car from the home to the seaside or country, and the vehicle is usually loaded to its fullest capacity, not only with passengers, but with luggage as well. To stand up to this hard work correct tyre pressures are essential, and, as already indicated, the owner will probably err on the high side.

In most cases the family is in the enviable position of being able to stop longer at the holiday rendezvous than paterfamilias, who will have to undertake, maybe, a fairly long return journey alone. Before starting he should most certainly remove the valve caps and permit air to escape until the pressure is between 8 lb. and 10 lb. lower. This will have a marked effect on the comfort of the journey, and it is by no means a difficult matter to raise the pressure once more if it be desired to carry a bigger load.

Incidentally, to exercise tyre valves is good practice, and minimizes trouble which may accrue from perished components. In proof of which it may be stated that the owner who is frequently having trouble by reason of punctures and who, therefore, has frequently to use the tyre pump, seldom has any valve trouble. If owner-drivers realised this they would, perhaps, make a greater point of exercising their valves.

Respecting undue wear, there is no reason why the small four should not compare more favourably with the more robust "twin," as the power impulses, and, consequently, the torque, are very much smoother, therefore, the size of the component parts can be reduced in proportion without impairing their life.

With a price margin of two hundred guineas the "big four" class is a limited one, but there are such cars as the G.W.K. and the Surrey available, even at such a conservative figure.

Regarding the position of the rear and brake controls it is not the easiest possible matter to arrange for other than central control with unit construction of engine and gearbox, whilst it must not be forgotten that the unit system of construction is largely responsible for the reasonably priced types which are at present available.

Nevertheless, the new owner is not tied even on this point, as there are several notable exceptions, such as the Ariel, Jowett, Peugeot, and G.W.K., to mention a few. Light Car and Cycle Car.

12,000-MILE FLIGHT.

A Tribute to "Mobil-oil."

Mr. Alan Cobham, Chief Pilot of the De Havilland Aircraft Company, Ltd., has just added another exploit to his long list of successes, having toured 12,000 miles in the air over three continents.

On his return, Mr. Cobham wrote the letter quoted hereunder testifying to the excellent service rendered by Gargoyle Mobil-oil "BB".

"Having returned from my 12,000 miles flying tour I feel I must write to you in appreciation of the wonderful service rendered by the Vacuum Oil Company in their distribution of Gargoyle Mobil-oil. I flew a De Havilland hire service machine (Type D.H.9C.) with a 240 h.p. Siddeley engine, which uses Mobil-oil "BB," and through my whole trip I was never unable to obtain my correct lubricant. My tour extended through Lyons, Marseilles, Pisa, Rome, Brindisi, Athens, Crete, Sollum to Cairo. I then flew up the Nile over Luxor to Aswan and Wadi Halfa, and even in places where motor cars were not used, someone had a power engine and Vacuum oil was there and thus I could obtain supplies. Afterwards we returned to Cairo and up to Palestine, Jerusalem, Damascus and Aleppo. Here Mobil-oil seemed to be used exclusively. Afterwards we returned to Cairo and flew right across North Africa, Tripoli and Tunis, Algeria to Morocco. At every place I landed I could always buy the correct grade of oil in sealed cans direct from the Works, which gives a pilot so much confidence in all my flying experience. engine trouble caused by Mobil-oil is a thing unknown. I returned afterwards direct through Spain and London, completing the 12,000 miles in 130 hours flying, without overhaul to the engine and without draining my sump or oil tanks. Throughout the varying atmospheres, I found that the oil always kept good.

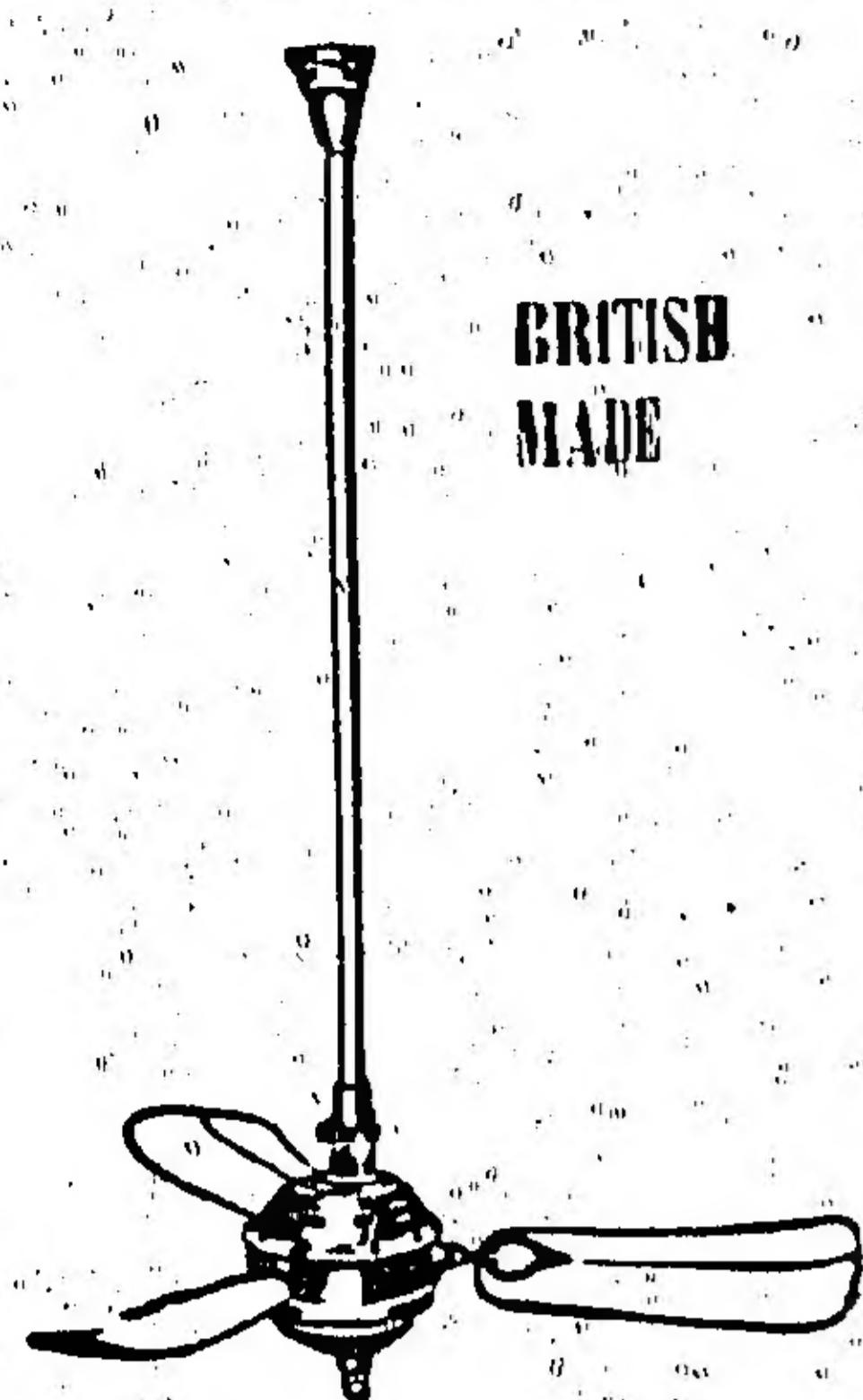
Trusting I may always be able to avail myself of your excellent service."

Some idea of the duty performed by Mr. Cobham's machine is given in the following extract taken from Flight.—"A few days ago Mr. Alan Cobham returned from a 12,000 miles air tour over three continents, and on Monday and Tuesday of this week he flew from Rome to London with photographs for the Daily Mail of the visit of the King and Queen to Rome. Leaving Rome at 6 p.m. on Monday, Cobham reached Pisa at 8 p.m., having two hours to do the 175 miles against a strong headwind. After a few hours' sleep in a hangar, Cobham started out from Pisa at 4 a.m. on Tuesday morning and reached Lyons at 8.30 a.m., where he replenished. After an hour's stay at Lyons he headed towards Le Bourget, where, withoutighting he dropped photographs for the Continental Daily Mail and then made for Croydon, which was reached at 2.30 p.m.

The machine used was one of the famous D.H.9's of the De Havilland Hire Service, and is equipped with a Siddeley "Puma" engine of 240 h.p., made by Armstrong-Siddeley Motors, Ltd., of Coventry, in 1918, and which has been in continuous use ever since. Cobham's 12,000 miles tour was covered in 130 hours flying time, during which no overhauls were found necessary."

"KINGSWAY"

CEILING "FANS"



THE THREE CURVED BLADES GIVE MAXIMUM
DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE
SILENCE.

COMPETITIVE PRICE.
STOCKS HELD SUITABLE FOR USE IN
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It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

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Write for our Brochure on "How to Decorate your Home" to

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THE LATEST MACHINERY IS EMPLOYED
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Opposite Dragon Garage.

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Is the most effective and economical protection
your home can have against the demon—



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THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.**WIRELESS NOTES AND NEWS.****Details of Radio Typewriter.**

In many telegraph offices there will be found an instrument called the Morkrum teletype. This instrument—which at first glance may easily be mistaken for an ordinary typewriter—is for automatically transmitting and receiving messages over the telegraph line, and has been in use for a number of years, says Mr. G.H. Daly writing in *Popular Wireless Weekly*.

The Morkrum teletype has a keyboard containing the letters of the alphabet, numerals, and punctuation marks exactly similar to the standard typewriter keyboard, and in order to send a message to a distant station by means of this machine it is merely necessary for the operator to strike the various letters on the keyboard just as if he were typing a letter. In this case, however, the fact of the operator striking the key causes the message to be automatically printed on a moving slip of paper at the distant receiving station within an extremely short space of time.

It was only natural that sooner or later the idea would appeal to someone of using this ingenious teletype for wireless work, and this someone appears to have been a Mr. J. H. Brady. The perfected radio typewriter, however, which embodies the Morkrum teletype, is the work of the U.S. Navy Department and the Morkrum Company of Chicago, and with this radio typewriter it is possible for any typist to send a wireless message in the same way as he or she would type a letter—i.e., by depressing the necessary letter keys. At the receiving station the message is automatically printed on a moving slip of paper by means of another radio typewriter. For it should be understood that each individual radio typewriter consists of a complete transmitting and receiving apparatus in itself. A very important point about this machine is that it entails no knowledge of the Morse, or any other code, on the part of the radio typist.

When a particular key of the keyboard is depressed, such as, for instance, the letter "A," the controlling circuit of the wireless transmitter—to which the radio typewriter is connected—is closed and a series of electrical impulses are radiated into the ether. This is accomplished by the mechanical action of certain cams and levers working in conjunction with an electric motor and selecting device which are brought into action by the depression of the key, the whole being contained in a compact cabinet behind the keyboard.

Now each letter key on the keyboard is allotted a different combination of electrical impulses, and thus each key on being depressed causes the wireless transmitter to radiate one particular combination of impulses into space. These impulses on being picked up by the aerial at the receiving station are amplified by a two-stage amplifier, and in this condition actuate an automatic relay recorder, which in turn operates the printing portion of the radio typewriter of the receiving station.

The principal unit of the receiving portion of the radio typewriter is the receiving station.

The principal unit of the receiving portion of the radio typewriter is the receiving station.

BASEBALL POINTS.

Interpretation of Rules.
The umpire is never supposed to interfere with a play.

There are times, despite every effort to get out of the way that the umpire butts in.

In a minor league game these two plays came up, the umpire each time being the central figure.

There is a runner on first. He starts to steal second. The umpire working back of the catcher is standing close. As the catcher starts to throw, his arm comes into contact with the umpire's protector. The throw is bad and the runner goes to third.

A few innings later, with a runner on first, the batsman singles to right field. The runner on first elects to try for third. The throw to that base hits the base umpire and the ball is collected into the outfield. The runner on first scores, while the batsman reaches third.

What was the proper ruling in each play?

The Interpretation.

The two plays are interpreted differently:

In the first play in which the umpire interfered with the catcher, who was making a throw to second base, the ball immediately becomes dead and no base can be run. The runner who went to third should have been sent back to first.

In the other play where the field umpire was hit by a throw from the outfield, the ball is considered in play and the runner on first who scored and the batsman who reached third were so entitled to advance.

Recent Inventions.

J. Robinson, H. L. Crowther, & W. H. Derriman.—**Aerials.**—For directional transmission only vertical portions of the antennae are used, the idea being that radiations from horizontal portions produce errors due to reflection in the upper atmosphere. Two aerials having horizontal and vertical portions may be employed, the horizontal portions lying parallel and close together, and thus mutually neutralizing, and the vertical portions being placed as far as possible apart, the aerial then being practically H-shaped.

A. W. Knight.—**Inductances.**—Three flat circular coils are mounted upon ebony stands, the centre one of which is fixed, the other ones being attached to a rod passing through the fixed stand and to a concentric sleeve respectively. The stands are adjusted by means of knobs upon the ends of the rod and the sleeve, and are pressed together by a spring which presses the sleeve and rod in opposite directions.

Capitol Phonolier Corp.—**Receivers.**—A receiving set is incorporated in an ornamental table-lamp. The hollow base forms an inverted loud-speaker horn and capacity earth, and is fitted with a deflector. Umbrella and loop aerials are formed in the top and sides of the shade which is hinged for adjustment, and a fringe conceals the valves, etc., placed at the centre, and also the lamp which are supported in reflectors around the sides.

Dr. G. Seibt.—**Condensers.**—A variable condenser is formed from metal coatings separated by very thin sheet mica. The metal coatings are relatively movable, and

at least one must be very thin. In one form, a thin brass band presses a mica sheet against a vulcanite drum half sheathed in brass, the capacity being varied by rotating the drum which may be paraffin lubricated.

British Thomson-Houston Ltd.—**Valves.**—The electrodes for low-capacity amplifying valves are arranged in a special manner, and are then sealed into the bulb so that the anode leading-in wire enters at the opposite end to the grid lead-in. The valve is ultimately clipped into supports which engage the leading-in wires.

Marconi's Wireless Telegraph Co., Ltd.—**Valve Generators.**—Short wave oscillations are generated by a two or three electrode valve, having parallel wires leading to the grid and filament, the grid lead being connected to the H.T. positive, and being separated from the filament lead by a condenser. A negative charged metal cylinder may surround the valve if only two electrodes are used, and the wave-length generated is adjusted by altering the length of the parallel leads.

W. Dabiller.—**Condensers.**—The plates are secured together by two or more tubes passing through the stock and riveted over at their ends. Terminal members may be placed over the tube end before riveting, and the end plates may be of fibre, etc., in which case the condenser may constitute a grid leak if a pencil line be drawn across the plates from one terminal to the other. A number of condensers may be clamped together by bolts passed through the tubes.

Marconi's Wireless Telegraph Co., Ltd.—**Broadcasting.**—In order to render broadcast signals unintelligible to unauthorised receivers, the carrier wave, in addition to having the desired signals, is modulated by confusing tones and signals such as tones outside the speech range, music, or combinations of tones, which may be changed from time to time. The interferences are eliminated for authorised receivers by supplying filter circuits, etc., the ends of which may be set in cement to prevent duplication.

A. J. R. Streatwick.—**Gramophones.**—For controlling the sound of a gramophone, etc., an apertured diaphragm is provided in the sound passage and carries guides in which slides an apertured shutter whereby the volume of sound emitted may be adjusted.

J. Timms.—**Batteries.**—Wood pulp boards used as separators in storage batteries are protected from the action of acid by impregnating with paraffin wax.

EVOLUTION**COMPLETE SETS OR PARTS**

ALL MATERIALS IN STOCK INCLUDING HEAD SETS

"A" AND "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE

VALVE SET, ALL IN ONE CABINET

NEAT — COMPACT — RELIABLE

PRICES MODERATE, FOR HIGH CLASS

EQUIPMENT OFFERED

SHEWAN TOMES & Co.

TEL. 781.



My wardrobe was getting to look so worn. I just had to do something to brighten it up. And that means, of course, that I took it to the Premier Cleaners, who can always be relied upon to put new freshness and charm into cloth that look "tired." Needless to say, I was delighted with their excellent work and reasonable prices."

STEAM LAUNDRY CO.HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32
HONGKONG DEPOT, 16, STANLEY STREET, Tel. C. 1279**BATHING CAPS THAT LAST**

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BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

As though to prove that the recent Sunbeam car success was not an isolated instance of British will-power, the British motor of the total expenses. The achievement, British motor of all cycles swept the board in all three of the Grand Prix and Cycle races held in France. The Motor Cycle points out that of the forty-three machines entered, fifteen were British, twenty-two were French, and three Italian, and that only one continental machine completed the course.

In the class for machines with engine capacity up to 500 c.c., the winner was a Douglas which completed the distance of about 234 miles at a speed of nearly 63 miles per hour. The second class for engines not above 350 c.c. went to the only A.J.S. entered for the event, which won with an average speed of about 56½ miles per hour. The 250 c.c. class was won by a Lewis at nearly 51 miles an hour.

The racing and trial season being at its height there a number of other noteworthy performances to chronicle. All the four International Tourist Trophy Races held in the Isle of Man, were won by British machines. The winner of the 250 c.c. Lightweight class covered the 226 miles of a difficult course at 52 miles an hour. The speeds in the Senior Race were reduced

by the bad weather conditions. For the most part rain was falling and the mountains were enveloped in mist. Nevertheless, the winner did more than 55 miles an hour and several other competitors were close behind. Also, it is instructive to note that there was no instance of a rider skidding to a fall on the wet roads. Perhaps the most remarkable performance of this series of races was that of the winning sidecar combination which averaged 55 miles an hour and yet only succeeded by a narrow margin.

Fresh Car Records.

Reverting to car performances, mention should be made of the record established at the Portcawl speed trials by Captain Campbell, on his six-cylinder Sunbeam, who covered the mile from standing start in 47 and two-fifths seconds and passed the winning post at 110 miles per hour. The same driver on the same car recently covered a flying mile during the speed trials in Denmark at an average speed of 137.7 miles per hour, and at one time during the run actually attained the speed of 146 m.p.h.

Yet another record has been established at the Caerphilly Hill Climb. This hill measures about 1,200 yards, and has a maximum gradient of about 1 in 6 and contains a number of very sharp bends. Mr Moir on 15.9 Bentley completed the run in a fraction of a second over one minute, beating the previous record by four seconds.

The first Italian Cyclo-Car Grand Prix held this summer was one of the 7 h.p. Austin. This little car, which sells at the works for £165 has a 4-cylinder water-cooled engine, driving by shaft and differential. The engine capacity is no more than 747.7 c.c., and the car created something of a sensation when it won this first race on the track at Easter with an average speed of 59 m.p.h. At Whitsuntide it did still better averaging 63½ m.p.h.

"In its ordinary form the car has accommodation for two adults, on adjustable bucket seats, and also sufficient room for a couple of children."

Motorists and the British Empire Exhibition.

Motorists intending to visit the British Empire exhibition at Wembley next year will be glad to learn that special arrangements for the parking of cars are being discussed between the Royal Automobile Club and the Exhibition authorities. The Club has immense experience in this direction, particularly in connection with the Derby, Ascot, and other popular race meetings, so we may be certain there will be no avoidable muddle or delay.

From our point of view the main attraction to the exhibition will be the collective motor exhibit organised by the Society of Motor Manufacturers and Traders, which has been allotted an area of 50,000 square feet in an extension of the Machinery Hall. In order to ensure a representative display the Society has undertaken the fitting up, staff-

STUDEBAKER CARS.

The New 1924 Model.

The 1924 model Studebaker cars are announced. They are offered in three six-cylinder chassis models—the Big-Six, the Special-Six and the Light-Six—in twelve body types. There are no radical changes but every improvement, the safety and practicability of which have been verified by Studebaker engineering tests, is embodied in these new cars.

The Six-11 in.

The Big-Six line comprises four models, mounted on the standard 126-inch (3.20 M) chassis with 36 H.P. R.A.C. or S.A.E. 3-7/8 x 5 inch engine. They are: the seven-seater Touring Car, five-seater Speedster, five-seater Coupe and seven-seater Sedan.

Refinements and a few minor mechanical changes have been made in the Big-Six which has established an enviable record for five years. Everything for which one can wish in motoring comfort, convenience and utility has been provided.

The 1924 Series Big-Sixes carry disc wheels and front and rear bumpers as standard equipment. An extra wheel, complete with cord tire, tube and tire carrier is provided on each Big-Six model (two on Speedster and Sedan).

Other striking features of the Touring Car that add to its completeness and utility include the one-piece, rain-proof windscreen with glare-proof visor, rear-view mirror and automatic windscreen cleaner; walnut all-wood steering wheel with new type spark and throttle control; automatic petrol signal mounted on the instrument board; aluminum-bound running boards with corrugated rubber mate and step-pads and aluminum kick plates; quick-action cowl ventilator; clock; courtesy light; cowl lights; tonneau lamp with long extension cord and combination stop-and-tail light; grip handles on body rails; tool kit in front door; snubbers, and others.

The Sedan, Coupe and Speedster are equipped with a large, roomy trunk, while the closed cars have, among many other desirable features, heater, flower vase, interior reading lights, and, in addition, the Sedan is furnished with silver finished vanity case and smoking set.

The Special-Six Models. The Special-Six line comprises four models, mounted on the standard 112-inch (2.84 M) chassis with 23 H.P. R.A.C. or S.A.E. 3-1/8 x 4-1/2 inch engine. They are: three-seater Roadster, five-seater Touring Car, two-seater Coupe-Roadster and five-seater Sedan.

No body or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000,000 Studebaker works at South Bend, Ind. U.S.A. under most economical and almost ideal manufacturing conditions.

The beauty of design, exceptional performance and low upkeep expense leave nothing to be desired in the 1924 model Light-Six Touring Car. Among the unusual features found on this model added later to the name Studebaker, it is one of the most satisfactory and finest cars on the market. It is a good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

All Special-Six models are equipped with a one-piece rain-proof windscreen which provides an unobstructed view of the road ahead; glare-proof visor, automatic windscreen cleaner and rear-view mirror; running board step pads and aluminum kick plates; American walnut all-wood steering wheel with new type spark and throttle control; cowl lights; combination stop-and-tail light; quick-action cowl ventilator; coach lamps and an eight-day clock.

An inspection lamp is mounted on the instrument board of the open cars, and in the Touring Car a complete tool kit is carried in the left front door (left door in the Roadster). Grip handles on the body rails are a feature of the Touring car.

The closed cars are furnished with a "birth" grade heater and silver finished flower vase; and, in addition, the Sedan is fitted with handsome vanity case and smoking set carried in the back of the front seat.

The makers of the Westcar have recently made exhaustive tests of their cooling system in exceptionally hot weather. The water circulation is controlled by a thermostat, which has been found absolutely reliable, and provides for quite adequate cooling when the weather is cold. Incidentally, the lower half of the crankcase of this car's engine is constantly subjected to an air current, so that a large amount of heat is taken off from the sump, and the temperature of the lubricating oil is kept down.

As regards road tests under bad conditions, a good example is that of the Jowett car. Ever since it was first designed in 1906, examples of this car have been constantly subjected by the makers to trials under what are called "Colonial" conditions.

FORD OUTPUT.

New Million Production Record.

Detroit, July 18.—The Ford Motor Company is now on its way toward the 9,000,000 motor it became known to-day, when it was announced that Motor No. 8,000,000 went off the assembly line at the Highland Park plant on Wednesday night, July 11, establishing a new million production record.

Motor No. 7,000,000 was turned out on January 17 of this year, so the Company produced the last million motors in six days less than six months.

Production at the start of that period was around 4,800 motors a day, and on the increasing schedule in effect since has been brought up to more than 7,000. The average for the period was slightly above 6,711 a day for the 149 working days, or an average of more than 166,670 a month.

Under its greatly increased manufacturing capacity, the Company was able to manufacture the last million motors in two months less time than the previous million. Motor No. 7,000,000 was produced eight months after the 6,000,000th motor passed off the assembly line, which was on May 18, 1922, and nearly a year before that date, May 28, 1921, the 5,000,000th motor was turned out.

It was in 1915 when Ford Motor No. 1,000,000 was produced and under the steadily growing demand for Ford cars and trucks production has been mounting yearly and maintaining an annual output approximating that of all other automobile manufacturers combined.

The Light-Six Line.

The Light-Six line comprises four models, mounted on the standard 112-inch (2.84 M) chassis with 23 H.P. R.A.C. or S.A.E. 3-1/8 x 4-1/2 inch engine. They are: three-seater Roadster, five-seater Touring Car, two-seater Coupe-Roadster and five-seater Sedan.

Nobody or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000,000 Studebaker works at South Bend, Ind. U.S.A. under most economical and almost ideal manufacturing conditions.

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All Special-Six models are equipped with a one-piece rain-proof windscreen which provides an unobstructed view of the road ahead; glare-proof visor, automatic windscreen cleaner and rear-view mirror; running board step pads and aluminum kick plates; American walnut all-wood steering wheel with new type spark and throttle control; cowl lights; combination stop-and-tail light; quick-action cowl ventilator; coach lamps and an eight-day clock.

An inspection lamp is mounted on the instrument board of the open cars, and in the Touring Car a complete tool kit is carried in the left front door (left door in the Roadster). Grip handles on the body rails are a feature of the Touring car.

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As regards road tests under bad conditions, a good example is that of the Jowett car. Ever since it was first designed in 1906, examples of this car have been constantly subjected by the makers to trials under what are called "Colonial" conditions.

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TYRES.	TUBES.
--------	--------

26 x 3	\$16.16	\$2.80
--------	---------	--------

28 x 3	\$17.85	\$2.85
--------	---------	--------

27 x 3½	\$21.10	\$3.00
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CORD (STRAIGHT SIDE	TYRES AND TUBES.
---------------------	------------------

32 x 4	\$42.90	\$4.50
--------	---------	--------

33 x 4	\$43.75	\$4.50
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34 x 4	\$21.10	\$4.65
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32 x 4½	\$59.15	\$5.65
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33 x 4½	\$60.40	\$5.85
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34 x 4½	\$61.55	\$6.05
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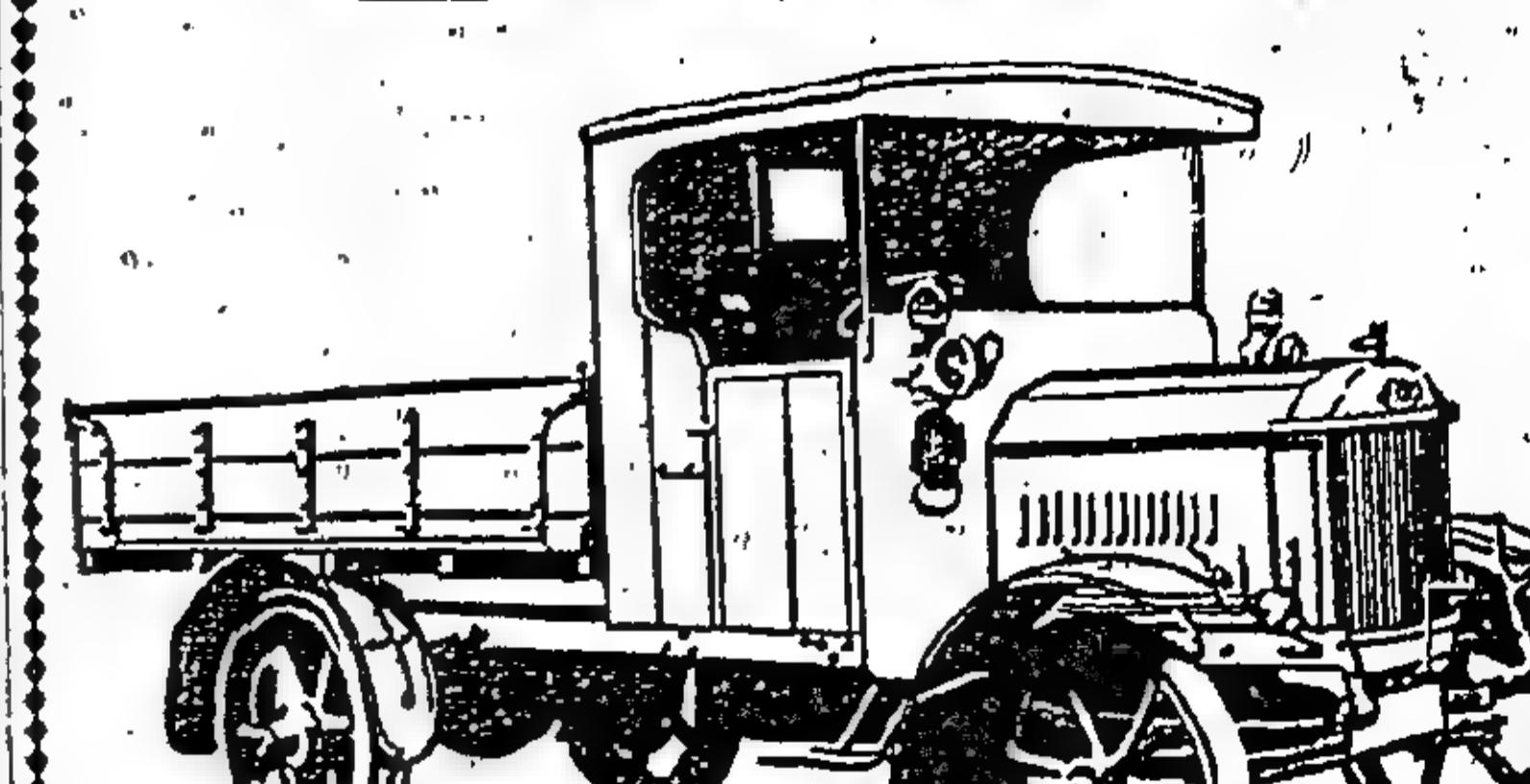
35 x 4½	\$64.25	\$6.25
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33 x 5	\$76.45	\$6.50
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35 x 5	\$81.55	\$6.80
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37 x 5	\$85.50	\$7.85
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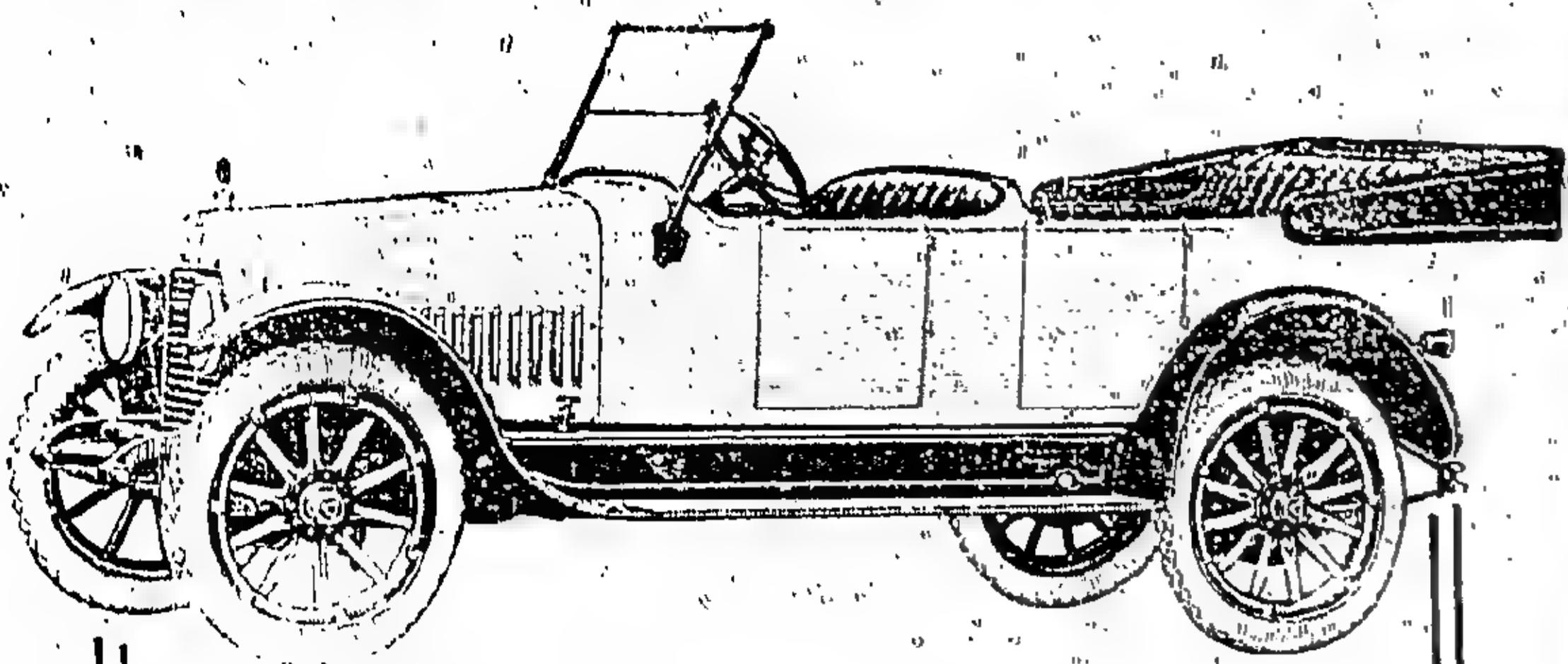
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Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy, not later than the Wednesday preceding publication.

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A Greater Super-Six With a New Price Advantage

To-day's Super-Six is the best value Hudson ever offered. It is priced lower in proportion to its worth than any other motor car we know.

More than 110,000 Super-Sixes in service and almost eight years leadership of fine car sales show its position.

Now the new Super-Six motor gives Hudson such a delightful smoothness in action that even long time Hudson owners marvel at the difference.

4-PASSENGER PHAETON	\$ 3,900.00
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5-PASSENGER COACH	\$ 4,500.00
7-PASSENGER SEDAN	\$ 5,000.00

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SUPER - SIX



THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the car.

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THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING.

STEERING GEAR JAMS.
With reference to the point raised at the recent inspect at Penang in connection with the fatal motor accident as to whether a steering gear can jam and the car become unmanageable in consequence, Mr. Garland, of Liverpool, in a letter to the *Penang Gazette*, instances a personal experience in turning a narrow road in Wales with a new car that he had driven from London, without any knock from another car, necessitating the dismantling of the steering gear box before it would again port.

1,247 CARS PER MONTH.
The latest statistics show that new touring cars are being registered at the rate of 1,200 per month in Victoria (Australia). Of approximately 59,000 motor vehicles in the State, 35,000 are cars, the balance being motorcycles.

It is essentially an American market, as may be gathered from the fact that the Commonwealth Enquiry arrived at Melbourne on June 23rd with a consignment of 500 American cars. This represents the largest single shipment yet received to that port.



CHICAGO.—Feeding the population of the great cities of the country is becoming a transportation problem, it was declared by C. B. Hutchings, secretary of the National Transportation Institute, in an address to a traffic conference here. New York City's five millions of people have been on the edge of a famine of fresh vegetables and other farm products this summer because of inadequacy of

WHEEL CHANGING DANGER.

Some Useful Hints

A reader, who has had to experience his first puncture, has fears concerning the stability of the car when jacked up and minus a wheel, and asks how to extricate himself from the difficulty if the jack should collapse in these circumstances.

In the first place the wheels should be securely "scratched" against movement in either direction, and the handbrake should be on, even on a level road. When the car is jacked up, before the wheel is removed, it should be gently rocked to make sure that it is firmly seated on the jack.

If, in spite of these precautions, the worst should happen, the best way to raise the car to such a level that the wheel can be replaced is to obtain from a passing motorist a second jack. A few bricks, thick pieces of timber, or even flat stones complete the equipment. The car is raised to the limit of the first jack; the second, standing on a brick, is inserted and raised to its limit when the first can again be used, this time standing on two bricks and so on. The job is easy in itself, the principal difficulty being to obtain a sufficiency of suitable supports for the two jacks.

NEW CARS

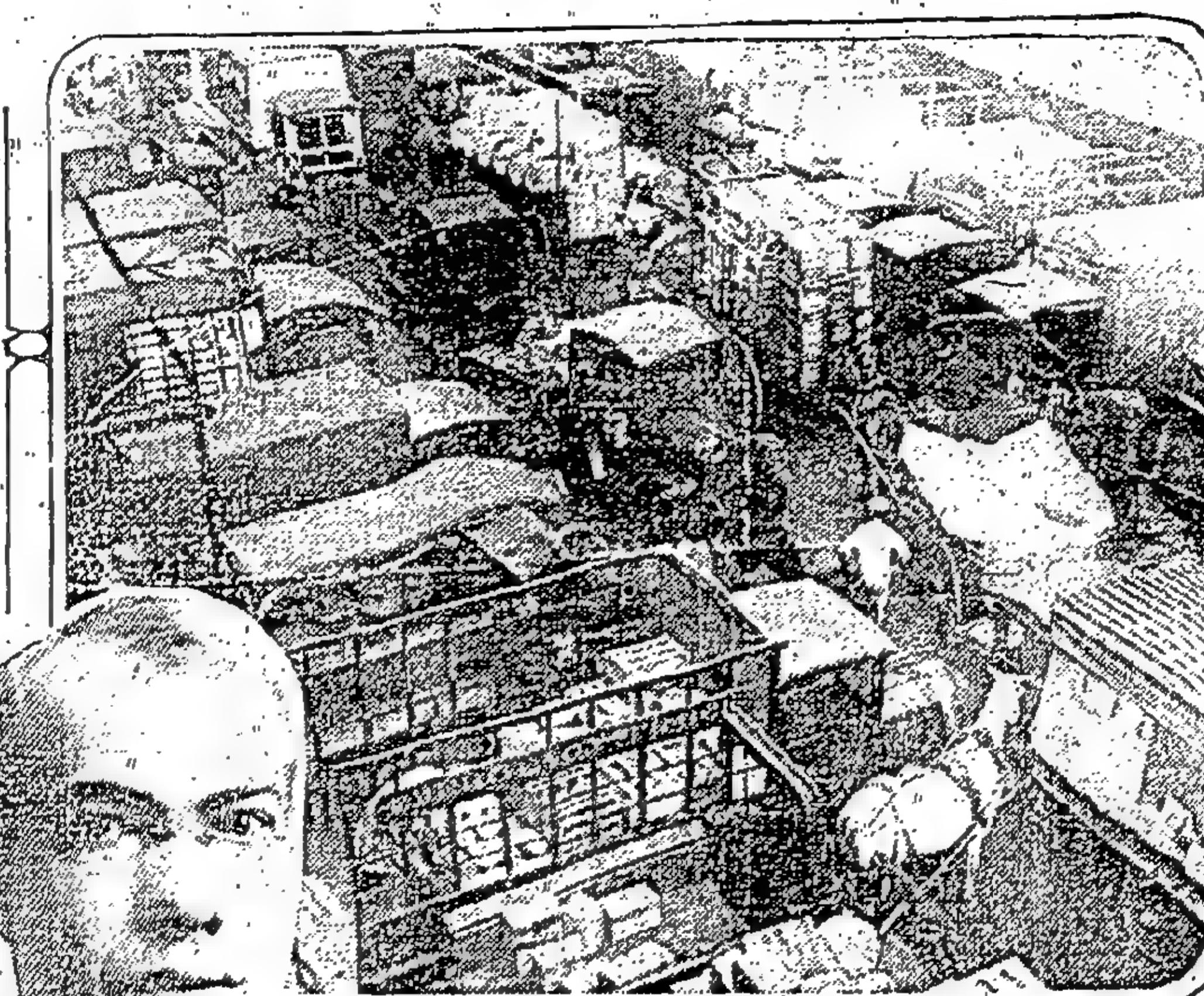
The 1924 Buick.

The 1924 Buick discloses some new developments. Double valve springs, the extension of automatic force feed lubrication to all major parts, heavier crank and cam shafts, increased piston displacement and other revisions, including a specially designed carburetor, supply grounds for the Buick claim that this engine offers 5% per cent. more power than formerly. Both the six and four-cylinder chassis feature four-wheel brakes, as well as a heavier frame and newly designed springs that assure more riding comfort.

On the six cylinder chassis 10 body styles are mounted. These include on the six, five open models, as follows: A two passenger roadster and five passenger touring in black, a three-passenger sport roadster and four passenger sport touring in maroon, and a seven-passenger touring in light blue. The closed six models comprise a five-passenger coupe in black, a seven-passenger sedan in blue, and two models, in all respects, a five passenger brougham and a special five-passenger "designated as a double service sedan."

There are four body models on the four cylinder chassis, a five-passenger touring and two-passenger roadster finished in black, a four-passenger maroon coupe and a five-passenger light blue sedan.

MOTOR TRUCKS IN FOOD CRISIS.



A CITY TRAFFIC JAM.

the terminal delivery system. "Our great centers of congested population have grown far faster than the means of transportation," said Mr. Hutchings. "It is obviously out of the question to run in new railroad tracks and build freight stations in a city like New York, which is already crowded to the limit. An engineers commission recently investigated the freight problem of St. Louis and reported that the cost of on track freight houses in the city would be so huge as to be impossible to consider."

"St. Louis solved the problem by a motor truck system privately developed to co-operate with the railroads. Eight off track freight houses are operated in the city, London, England, is using motor trucks in co-operation with the English railroads and many cities in this country are developing motor truck auxiliary freight handling systems. The New York Port Authority is trying to work out a plan of economical delivery by motor truck to central food depots."

"Enormous centers of population are a new problem of this era. They have not been planned for. People packed in them in thousands to a city block and entirely dependent on a daily supply of food from the country. Cities like New York or Chicago would be starving in a week's time if farm produce were not poured into them daily in train loads."

MODERN CYCLE ENGINES

Some Efficiency Reasons.

A writer in *Indian and Eastern Motors* says: I am very much in accord with the Motor Cycle when it points out that the chief reasons for the efficiency of modern engines are:

- (1) Better design of valve ports and cylinder heads.
- (2) Better cooling, and consequently
- (3) Increased compression ratios.
- (4) Improved valve and cam gears, enabling higher r.p.m. to be attained.
- (5) Plugs and magnetos which stand up to (3) and (5).

Compression ratios between 5 and 6 to 1, are now usual. Though higher ratios are occasionally employed, they are not usually satisfactory, unless special fuel is employed.

To withstand the high speeds and increased power output, transmission systems have had to undergo some modification, and it is doubtful if the chain and gear box manufacturers, receive quite as much credit as is due to them. Belts, are now almost extinct for T.T. machines, but the primary chain of a racing machine, runs at colossal speeds, under most unfavourable conditions. Many crude devices are employed to drip oil on to this hard-worked part, but few designers take the seemingly obvious precaution of employing an oil bath and complete enclosure.

Frames, generally, have been stiffened, while the Scott has taught the value of low weight distribution for fast corner work. The Clinton triangulated straight tube frame, and the Douglas with its many curves, are interesting contrasts of means to the same end.

No less important than rigidity and low centre of gravity, are springing and steering (which are largely interdependent), and there is a new and interesting development in the fairly general adoption of shock absorbers on the front forks. This has had a considerable steady effect, and helps to keep the wheels on the ground when cornering an improvement which may make a difference of several seconds per lap.

Of equal importance are brakes: the high speeds, which are now usual in Tourist Trophy events, necessitates absolutely reliable braking systems. The two most popular, are the internal expanding type and the internal V_4 acting in a dummy bell rim. Both types have been improved to an enormous degree, but there is still room for improvement.



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KOWLOON 226 CENTRAL 3950

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You get an oil which practically every experienced dealer and motorist agrees is of the very highest quality. You get an oil whose character and body scientifically fit the needs of your car. You will rarely find either a dealer or an experienced motorist who does not thoroughly respect the Oil, the Chart of Recommendations and the Company which stands at the back of both.

You are taking a very grave risk by leaving the selection of an oil to your chauffeur.

INSIST ON GETTING



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Make the chart your guide

WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition:

OLDSMOBILES 5 Seaters, at \$1,800.00

5 Seaters, at \$1,500.00

STUDEBACKERS 5 Seaters, at \$1,800.00

5 Seaters, at \$1,500.00

ESSEXS 5 Seaters, at \$1,500.00

ESSEX SEDAN 5 Seaters, at \$3,000.00

Write for full particulars to:

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DEMONSTRATION TRIPS ON REQUEST.

NERACAR



SAFETY FIRST.

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

De Sousa & Company, Limited.

Sole Agents for South China.

2nd Floor, St. George's Building, Telephone C. No. 1284.

LAWN BOWLS.

Shanghai Defeat Yacht Club.

There was quite a number of interested spectators at the Royal Hongkong Yacht Club yesterday evening, when the Shanghai team of interport bowlers defeated the Yacht Club by a big margin. Play was fairly even up to the eleventh head, when the Yacht Club fell away, and never had a look in until the last head of all. The losing side had only one "old-hand" at the game, in Brayfield, and he was naturally their outstanding player. On the winning side we liked Tomlinson's consistency most.

The Yacht Club green is not all it should be, especially as it suffered some damage during the big typhoon, and this somewhat handicapped the players.

At the conclusion of the match, the Hon. Mr. A. R. Lowe (Commodore of the R. H. Y. C.) said it had been a game of instruction, and they were grateful to the visitors for giving them a useful lesson. He hoped the next time they visited the Yacht Club green they would find it more like a billiard table. Mr. Lowe then presented the Shanghai skip with four silver spoons as a momento of the occasion. Mr. Shaw acknowledged this tribute on behalf of the visiting team, and expressed his favourable opinion of the Club's effort in the match. Cheers for the two teams, and a "tiger" apiece, concluded the proceedings.

The Shanghai men leave today by the Empress of Canada.

The teams and detailed progressive scores were as under:

Shanghai R.H.Y.C.		Total		Shots. Total		Shots. Total	
Shaw.	No. 1. Brayfield.	—	2	3	3	—	2
Cheetham.	No. 2. Ross.	—	2	1	4	—	2
Tomlinson.	No. 3. Shields.	—	2	1	5	—	2
Veitch.	Skip. Edwards.	—	2	1	6	—	3
		Total.	9	5	6	Total.	8
				1	6		8
				1	6		8
				1	7		8
				2	9		8
				1	9		8
				2	10		8
				1	12		8
				1	13		8
				2	15		8
				1	16		8
				1	17		8
				1	18		8
				1	19		8
				2	21		8
				21.	1	9	

WORLD FLIGHT.

By Portuguese Aviators.

The two Portuguese aviators, Admiral Gago Coutinho and Commander Sacadura Cabral, who succeeded in flying from Lisbon to Rio de Janeiro, and the only aviators who up to now have flown their own apparatus, are preparing, for April of the next year, an aerial voyage around the world.

The aviators, starting and finishing in Lisbon, will call at Algiers, Malta, Calcutta, Bangkok, Saigon, Macao, Foochow, Shanghai, Nagasaki, Kobe, Vancouver, Quebec, Fayal and many other intermediate cities, and will travel in five hydroplanes supported by three feeding ships.

The hydroplanes have already been ordered from Fokker; four are of Rolls motor of 380 H. P., and the last one is of Napier motor of 450 H.P.

The first four hydroplanes have petrol tanks of 265 gallons capacity each and the fifth can carry in her tanks 400 gallons. The former have a flying endurance of 13 hours and the latter 20 hours, at 75 miles per hour. These hydroplanes are of monoplane type with thick wings of three feet in their middle part. Their total length is of 70 feet and their depth is 14 feet and 6 inches.

The manufacturer, Fokker, seeing great probabilities of success in this daring enterprise, will send a mechanical engineer to accompany the voyagers in one of the feeding ships. Napier also will send a mechanical representative to Newfoundland to re-examine the motor which will cross the Atlantic.

Great enthusiasm reigns in Portugal, Brazil and all Portuguese Colonies over this imposing enterprise which recalls the, when, in the 16th. century, the Portuguese taught to the world the great science of navigation which, according to the words of an English writer, "is one of the greatest achievements of human genius." — Communicated.

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

Piracy Prevention.

Sir,— "Trident" has publicly stated that mariners cannot shelter behind a policy of "hush, hush" regulations. No-one has asked for such shelter.

As a proof of my sincerity, I would thank you to furnish "Trident" with my name and address, in return for his. By thus bringing us together it may be possible to amicably discuss the pros and cons involved, without indulging in recriminations and/or ungentlemanly epithets which do not tend to improve matters—rather the contrary.

Yours etc., MARINER.

Hongkong, Sept. 21st, 1923.

The Case T. T. Ching.

Sir, Those who are in the "inside running" must have been amused to read this morning's *Daily News*, on Dr. Sun's magnanimity in pardoning T. T. Ching. This generous act cost Ching and his friends somewhere near \$400,000 hard cash. I'm sure the Sun regime would not be averse to accepting such gratuities more frequently.

Yours etc., AMERICAN.

Canton, Sept. 21st, 1923.

HONGKONG'S NEW THEATRE.

An Example of Modern Construction.

In our picture page to-day we reproduce a photo which requires some explanation to be understood by the general public. This illustrates one of the six cantilevers of the new Queen's Theatre, lower circle being submitted to a load test of 52,000 lbs., as required by the London County Council Regulations.

The reinforced concrete structure of the Queen's Theatre embodies several striking features, far in advance of anything yet built in the Colony, and it shows what advantage may be obtained from an expert and scientific application of this modern structural material.

The lower circle is supported by six reinforced concrete cantilevers overhanging thirty and a half feet. No individual member of a cantilever has a section above nine inches by nine inches, and the total amount of cubic feet of concrete in one unit is only fifty-four.

In spite of this apparent slenderiness, a very high factor of safety has been attained by a judicious design and expert execution. Each unit will carry a normal load of spectators not exceeding five to six thousand pounds and the load test applied has been of fifty-two thousand pounds. Under this maximum load and after twenty-four hours of being loaded the maximum deflection at the outer end has only been 3.32ds. of an inch, the permanent deflection after unloading remaining at 1.50th. of an inch.

The roof is also exceedingly light and is carried by nine reinforced concrete Howe trusses of fifty-seven to forty-five feet span and five feet high, of great slenderness and rigidity.

The entrance hall cupola and floor above are both carried by a reinforced concrete system of trusses constituted by four cantilevers joined together at the centre.

The work has been executed by the Hongkong Engineering and Construction Co., Ltd., from a design by the Engineer, Mr. L. Gain, who is responsible for the stability of the structure and who is marked in the photograph by a cross.

YES WE HAVE.

The banana, of which we hear so much just now from the lips of office boys and others, owed its rise to popularity in this country largely to the late Sir Alfred Jones, the Liverpool shipping magnate. In the days when he was trying to introduce the fruit to the British market he used always to have a bunch of bananas handy in his office and would offer one to a visitor as a hint of dismissal. On one occasion, however, he got the worst of the trick.

A young reporter called on him to learn his opinion on a crisis in the shipping world, and after ten seconds' conversation raw Sir Alfred's hand strayed to the banana dish. Hooking a couple of bananas out of his own pocket he said in the sweetest tones in innocence, "Will you have a banana, Sir Alfred?"

HONGKONG SCOTSMEN.

St. Andrew's Society Report.

The annual report of the Committee of the Hongkong St. Andrew's Society, for the year ended 31st August, 1923, states that the balance at the credit of the Society now stands at Hongkong \$2,532.10 to which must be added the sum of Straits \$6,700.00 invested in 5½% Straits War Loan.

A donation of \$280 was made to the Page Memorial Fund raised in London. The sum of \$1,568.18 was expended during the year in assisting distressed Scotsmen.

The "J. R. M. Smith" scholarship was won by Miss Dorothy Margaret Lyon, of the Kowloon British School.

The Committee deeply regret to record the deaths of Mr. Donald MacDonald, a Past President, Messrs. A. B. L. Gordon, J. Stout, A. Andrews, W. McLeod, T. W. Robertson, J. D. Logan and Capt. A. Sommerville.

During the year, 73 new members joined the Society and it is hoped members will continue to give their assistance by bringing forward new names.

The accounts have been audited by Mr. R. Bruce, to whom thanks are due.

THEATRICALS.

To-night's Opening Show.

There should be a large attendance at the Theatre Royal to-night to welcome to the Colony the Forbes Russell Comedy Company, playing under the auspices of Bandman's Eastern Circuit.

The play to be staged is Doris Keene's masterpiece, "Romance," which has made a big hit at Home.

The Company arrived here to-day by the P. and O. liner Nellie. The leading lady is Miss Niqua Lewis, who since her last appearance in the East has had some important engagements at Home and has developed into a remarkably clever little actress.

It is of interest to note that Miss Enid Saxe, one of the ladies of the Company, is a niece of the late George Edwards and has played with many of the leading actors of the day, whilst Mr. Groves Raines, another member, is a nephew of Sir Julius Raines, a distinguished Indian Mutiny veteran.

The lower circle is supported by six reinforced concrete cantilevers overhanging thirty and a half feet. No individual member of a cantilever has a section above nine inches by nine inches, and the total amount of cubic feet of concrete in one unit is only fifty-four.

In spite of this apparent slenderiness, a very high factor of safety has been attained by a judicious design and expert execution. Each unit will carry a normal load of spectators not exceeding five to six thousand pounds and the load test applied has been of fifty-two thousand pounds. Under this maximum load and after twenty-four hours of being loaded the maximum deflection at the outer end has only been 3.32ds. of an inch, the permanent deflection after unloading remaining at 1.50th. of an inch.

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The work has been executed by the Hongkong Engineering and Construction Co., Ltd., from a design by the Engineer, Mr. L. Gain, who is responsible for the stability of the structure and who is marked in the photograph by a cross.

DAIRY FARM NEWS.

— and the best you've heard for a long time.

We have just received a shipment of

Canadian Fish.

including

Red Spring Salmon.

Chicken Halibut

and

Silverside Salmon.

Order early and ensure a real treat.

WE WISH TO EMPHASIZE THESE HIGHLIGHTS.

A BOOTH TARKINGTON NOVEL.

A especially distinguished Tarkington novel, having been awarded the coveted Pulitzer prize of \$1,000 for being the best novel of American home life published during 1922.

More copies of "ALICE ADAMS" have been sold than of any other Booth Tarkington novel.

FLORENCE VIDOR in her greatest characterization.

FLORENCE VIDOR has been claimed one of the most beautiful six women of the screen by no less an authority than Neysa McCain, the artist.

"ALICE ADAMS," the Encore Picture, is presented by King W. Vidor, and adapted and directed by Rowland V. Lee.

"ALICE ADAMS" was voted by the editors of Photoplay Magazine to be one of the best six pictures of the month.

The National Board of Review recommended "ALICE ADAMS" as an "EXCEPTIONAL PICTURE."

The National Committee for Better Films starred it as a "particularly fine picture."

It's an Encore Picture!



FLORENCE VIDOR

Dedicated to

EVERY AMERICAN GIRL
HER SCREEN EDITION

of

"ALICE ADAMS"

Richly Illustrated, but not Revised

A prize-winning book has made a prize-winning picture.

A gifted actress has made real and genuine a fiction character whose fame will live because Alice Adams is the greatest creation of a genius

BOOTH TARKINGTON!

Coming to The

WORLD

To cross out nine stars, starting from any star, and counting 1, 2, 3, 4, if it is necessary to end each count on the star from which the previous count began. Then no count will be begun on a crossed out star. Example: Start with A as 1, B 2, C 3, D 4; cross out D. Count from H to A, E to H, B to E, I to B, F to I, C to F, J to C, G to J. The nine stars are then crossed, and no count has begun on a crossed star.

The Greatest

Enemy to

Depression.

IS A GOOD SMOKE

RELIQUES OF TYBURN

A party of workmen excavating for the laying of a water main near the site of the old Tyburn Tree, at the Marble Arch, found three whole skeletons, several skulls and a large heap of bones, 6ft. or 7ft. below the surface. The spot where the discovery was made is about 12ft. north of the stone tablet marking the site of old Tyburn gallows. The bones are believed to be those of malefactors who were hanged at Tyburn.

CIGARS, PIPES, CIGARETTES, TOBACCOES

AND ALL SMOKERS' REQUISITES

at

The Hongkong Cigar Store, Ltd.

Alexandra Building.

Power

Phone. 4579

SMART, ATTRACTIVE
NEW MILLINERY

EXPECTED SHORTLY

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day.—

Vessels Arrived.

Vessel	Agents	From	Moorings	Banks
Juno	B & S	Mira	Takorlak North Point	HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.
Volcanus	B & S	Swatow	B 7	(Incorporated in England 1920.)
Ekuina	J C J L	Tarakan	O 44	With which is affiliated.
Tithulak	B & S	Kobe	C 0	THE ALLAHABAD BANK LTD., INDIA.
Yaman	Luen Fat	Pakchi	B 12	Authorised Capital \$50,000,000
Kasra	B & S	Swatow	C 36	Paid-up Capital \$20,000,000
Yingchow	B & S	Shanghai	C 19	Reserve Funds \$16,500,000
Taming	C M N Co.	Manila	A 10	Proprietors \$20,000,000
Kwangtung	C M N Co.	Shanghai	0 19	HEAD OFFICE: 122, Leadenhall Street, London E.C.
Albert Vogler	Brockelman	Henkow	0 10	WEST LOND.N.BRANCH: 14-16, Cockspur Street, London, S.W.1.

Clearances.

Vessel	Agents	Where Bound	Departure	Banks
Emp. of Uganda	C P S Ltd.	Shanghai	22nd Sept.	HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.
Jade	B & S	Haikin	"	(Incorporated in England 1920.)
Haitao	B & S	Shue Tai Hong	"	With which is affiliated.
Phoenix	B & S	Shanghai	"	THE ALLAHABAD BANK LTD., INDIA.
Foochow	Bok Uanton	Fort Bayard	23rd Sept.	Authorised Capital \$50,000,000
Kaijo M	O S K	Swatow	"	Subscribed and Paid up \$20,000,000
Kwangtung	O M S N Co.	Shanghai	"	Reserve Fund \$16,500,000
Yungang	J M & Co.	Manila	"	Proprietors \$20,000,000

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date	Banks
R. T. Templar	B & S	Glasgow	22nd Sept.	HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.
E. of Canada	C P S Ltd.	Vancouver	22nd	(Incorporated in England 1920.)
Banka	J M Co.	Bangkok	23rd	With which is affiliated.
Tando	P & O	Calcutta	23rd	THE ALLAHABAD BANK LTD., INDIA.
Melrose	J C J L	Kobe	23rd	Authorised Capital \$50,000,000
Tjialak	J M Co.	Batavia	23rd	Subscribed and Paid up \$20,000,000
Yuang	J M Co.	Swatow	23rd	Reserve Fund \$16,500,000
Harun Muru	T K K	Japan	24th	Proprietors \$20,000,000
Mojo Karu	B D & Co.	New York	24th	HEAD OFFICE: 122, Leadenhall Street, London E.C.
Ludwigshafen	J M Co.	Hamburg	24th	WEST LOND.N.BRANCH: 14-16, Cockspur Street, London, S.W.1.
Hamburg	J M Co.	Swatow	24th	EASTERN BRANCHES:
H. H. Mohrley	AL	Manila	24th	Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkow, and Shanghai.
Footong	J M Co.	Foochow	25th	The Corporation undertakes General Banking and Exchange Business of every description and in addition to its branches has Agencies in all the principal cities of the world.
Omijit	D & Co.	Colombo	25th	C. CHAMPKIN, Manager.
Master	B & S	London	25th	22, Des Vaux Road Central, Hongkong.
O. of Bagdad	Book-Line	Manchester	25th	NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
Gino Maru	T E K	Valparaiso	25th	Established 1864.
Huhung	D L & Co.	Foochow	25th	A. G. STEPHEN, Chief Manager.
Orches	P & O	Shanghai	25th	Hongkong, 14th June, 1922.
Master	B & S	Hamburg	25th	THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Angers	M M	Japan	26th	Incorporated by Royal Charter 1854.
Ceylon Maru	N Y K	Pangon	26th	PAID-UP CAPITAL £3,000,000
Rangoon Maru	N Y K	Kobe	29th	RESERVE FUND £3,800,000

Impending Arrives.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong	Banks
Graciosa	P & O	Singapore	22nd Sept.	HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.
Tanda	P & O	Amoy	22nd	(Incorporated in England 1920.)
Nelore	P & O	Singapore	22nd	With which is affiliated.
Bellerophon	B & S	Kuching	22nd	THE ALLAHABAD BANK LTD., INDIA.
Mentor	B & S	Shanghai	23rd	Authorised Capital \$50,000,000
Angers	M M	Marselles	24th	Subscribed and Paid up \$20,000,000
Euryalus	B & S	Liverpool	24th	Reserve Fund \$16,500,000
Manno	T & Co.	Australian	25th	Proprietors \$20,000,000
Bencleuch	G L Co.	Manila	25th	HEAD OFFICE: Amsterdam.
Edsilia	P & O	Rangoon	25th	Branches: Batavia, Medan, Singapore, Kuala Lumpur, Johore, Malacca, Penang, Tenggarong, Samarang, Samarinda.
Chili	M M	Marselles	26th	Correspondents at Colombo, Madras, Pondicherry, Rangoon, Saigon, Haiphong, Manil, Amoy, Tientsin, Macau, Hongkong, New York, San Francisco, etc., etc.
Machona	B & S	Dalby	26th	London Bankers: The National Provincial and Union Bank of Scotland, Limited.
Benvorlich	G Co.	Suez	26th	Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
Katori Maru	N Y K	London	23rd	A. G. STEPHEN, Manager.

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims	Examination Date	Banks
Phemius	B & S	Jell's	Sept. 24	Oct. 8	Tues. & Fri.	HONGKONG AND SHANGHAI BANKING CORPORATION, LTD.

Steamers' Movements.

A steamer which left Hongkong on the 1st of August last, arrived Marseilles on the 6th of September.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange	Banks	Sharebrokers' Association
A A A Bank	b 195.50	10/4 1/2
Bank of E Asia	b 104	105
Canton	b 840	850
North China	b 120	121
Unions	b 27	25
Yangtze	b 27	27
Fire Insurances	b 150	170
China Fire	b 480	470
H. K. Tires	b 42	42
Glenglass	b 54	54
Indus. (Prof.)	b 125	125
Indus. Def. (On/Reg.)	b 125	125
Indus. Def. H. K. Reg.	b 72.6	72.6
Shells	b 53	53
Ferries	b 11	11
H. K. Tires	b 217	217
China Steel	b 15	14
Watertons	b 31	31
Kallen	b 5	5
Langate Combined	b 29	29
Asahi	b 12.3	12.3
Eronox	b 12.3	12.3
Ura. Caspian	b 12.3	12.3
Angust Consid	b 10	10
Docks Wharves Godowns	b 150	150
H. K. Wharves	b 150	150
H. K. Docks	b 150	150
Shanghai Docks	b 150	150
H. K. Engineering	b 72.6	72.6
Shanghai Docks	b 195	195
H. K. Hotels Old	b 20.0	20
H. K. Hotels New	b 20.0	20
H. K. Land New Reg.	b 23	23
H. K. Phryne Ent	b 23	23
H. K. Land Old	b 23	23
H. K. Sedanations	b 103	103
H. K. Prince Bls.	b 116	115
Cotton Mills	b 13.00	13.00
Oriental Cotton	b 13.00	13.00
Orion Cottons	b 13.00	13.00
Micellaneous	b 2.00	2.00
Cements	b 12.00	12.00
China Light	b 14.5	14.5
China Light	b 14.7	14.5
China Provident	b 21	21
Daury Farms	b 22.30	23
Electricity H. K. Old	b 3.4	3.4
Electricity Macao	b 3.4	3.4
Hongkong Pops	b 30	30
Hongkong Tramways	b 23.50	23.50
Peak Trans. Oil	b 14.00	14.00
Peak Trans. New	b 2	2
Steel Foundations	b 1.00	1.00
Water-bags	b 21	22
Watsons	b 23	23
Wm. Powells	b 171	171
Lace Crawford	b 9.80	8.80
Canton Ices	b 6.10	5.10
H. K. Constructions	b 1.00	1.00
Jaxis	b 1.00	1.00
Snopes	b 24	22
Mackintosh	b 4	4
H. K. Realty	b 4	4
Wanyang Tch.	b 22	22
Hongkong, September 22, 1923.		

BANKS.

F. & O. BANKING CORPORATION, LTD.		BANKS.
(Incorporated in England 1920.)		HONGKONG AND SHANGHAI BANKING CORPORATION.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND.

	From	Due	To	From	Due	To
E. of Canada	Hongkong	Sept. 22	Oct. 8	E. of France	Oct. 13	Oct. 19
E. of Canada	Vancouver	Oct. 4	Oct. 22	E. of Scotland	Oct. 27	Nov. 2
E. of Russia	Nov. 1	Nov. 19	E. of Scotland	Nov. 24	Nov. 30	E. of Asia
E. of Canada	Nov. 17	Dec. 3	E. of France	Dec. 9	Dec. 15	E. of Canada
E. of Russia	Nov. 29	Dec. 17	E. of Scotland	Dec. 23	Dec. 29	

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg.

Allotment of Cabins on Atlantic Steamers held here and through ticket offices. Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars; Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC THROUGHOUT

HONGKONG OFFICE

Passenger Department Tel. 752 Cables GACANPAC. Freight and Express Tel. 42 Cables NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

Reduced fare to Europe £120-£112-£110.

First class throughout. Includes steamer on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN".

Steamer "The Pathway of the Sun".

TAIYO M. 22,000. Oct. 8 SHINYO M. 22,000. Nov. 16.

TENYO M. 22,000. Oct. 27. SIBERIA M. 20,000. Nov. 28.

KOREA M. 20,000. Nov. 17.

Calling at Manila, Calling at Dairen, Calling at Keelung.

Omitting Shanghai.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALAO, CALLAO, MULLENDO, AFRICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer "The Pathway of the Sun".

SEINYO M. 18,000. Sept. 25. SEIYO M. 14,000. Dec. 4.

ANJO M. 18,000. Oct. 20. RAKUYO M. 17,500. Jan. 15.

will not call at Honolulu, Hilo and San Francisco.

JAPA-HONGKONG-JAVA SERVICE

BETWEEN

Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.

PERSIA M. for Moji, Kobe & Osaka. Oct. 4.

NEW YORK LINE. (Freight Only.) VIA JAVA AND SUEZ.

MELVO MARU. 24th Sept.

For Full information regarding passengers, freight and sailing apply to:

Y. TSUTSUMI, Managers, King's Building.

Agents at Canton. Tel. Central Nos. C. 2374 & 2375.

Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Carmona" Due Hongkong 2nd Oct.

Leaves Hongkong 3rd Oct.

U.S.S.B. "West Chopaka" Due Hongkong

Leaves Hongkong

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABORD PORTS. THROUGH HILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

To Manila and P. I. Ports.

U.S.S.B. "West Carmona" Due Hongkong

Leaves Hongkong

To Singapore.

U.S.S.B. "West Cactus" Due Hongkong 29th Sept.

Leaves Hongkong 30th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to:

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.

General Agent for Phone Central No. 3008.

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SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

S.S. EELBECK

For freight, space and particulars apply to:

BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS

4 Des Voeux Rd. C. H. & S'hai Bank Bldg. Ground Floor. Telephone Central 2477 & 2478.

PACIFIC SHIPPING.

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.

S.S. STANLEY DOLLAR 6th November.

For Boston & New York.

S.S. S.M. DOLLAR Early December.

For Los Angeles, San Francisco & Puget Sound.

S.S. HAROLD DOLLAR End of October.

For San Francisco and San Pedro.

S.S. STUART DOLLAR End of October.

For Rates and Particulars Apply to:

THE ROBERT DOLLAR CO.

DEACON & CO. No. 4a, Des Voeux Road,

CANTON. Tel. Central 792 & 793.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

BARCELONA & OTHER SPANISH PORTS.

LEGAZPI 1st Nov. C. LOPEZ Y LOPEZ, 19th Dec.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGASPI 14th Oct. C. LOPEZ Y LOPEZ, 1st Dec.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply:

BOTELHO BROS. Alexandra Buildings, Hongkong.

(Tel. 1331)

NORDDEUTSCHE LLOYD

ECONOMY COURTESY COMFORT

FREIGHT & PASSENGER SERVICE

DEUTSCHE

24th September

LUDWIGSBURG FEN

15th October.

Singapore, Colombo, Suez, Port Said, Genoa, Ant., R'dam & Hamburg, Singapore, Melawan, Cho, Suez, Port Said, Genoa, Ant., R'dam and Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight - apply to:

THE ROBERT DOLLAR CO.

No. 4a, Des Voeux Road, Ground Floor.

Tel. Central 795 or 793.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi.

S.S. "NANYU MARU" No. 1 on or about 4th Oct.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" on or about 4th Oct.

For further particulars, please apply to:

S. MITARAJ, AGENT, No. 37, Bonham Strand, West.

Top Floor, King's Building.

Tel. Central No. 155.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

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For further particulars, please apply to:

S. MITARAJ, AGENT, No. 37, Bonham Strand, West.

Top Floor, King's Building.

Tel. Central No. 140.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Codes Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.

Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by the Hongkong & Whampoa Dock Co., Ltd., Hongkong

for their own service, 1021' Length 185' B.P. Breadth 34' m. Depth 17' m. I.H.P. 2000

Fitted with electrically driven, submersible and centrifugal pumps, air compressor, wireless

searchlight and all modern appliances for Salvage Work.

Please address enquires to the Chief Manager.

R. M. DYER, B.Sc. M.I.N.A., KOWLOON DOCK, HONGKONG.

CONSIGNEES.



The Steamship
"PRESIDENT MADISON"
having arrived from MANILA on September 17th Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignee's risk.</p

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)

TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, Including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MANTUA	10,902	5th Oct.	B'bay, M'les, Gib, L'A'werp
SOUDAN	6,696	17th Oct.	S'pore, Pang, C'bo & B'bay
KARMALA	9,098	19th Oct.	M'les, Gib, L'don & A'werp
CALEDONIA	7,622	2nd Nov.	B'bay, M'les, Gib, L'A'werp
NELLORO	6,853	3rd Nov.	M'les, Gib, L'don & A'werp
SICILIA	6,813	14th Nov.	S'pore, Pang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,956	23 Sept. 3 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	8th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Nov.	The Union S.S. Company's steamer from the United Kingdom via New Zealand, Vancouver, San Francisco, Royal Mail steamer to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape. The New Zealand Shipping Co.'s steamers from Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

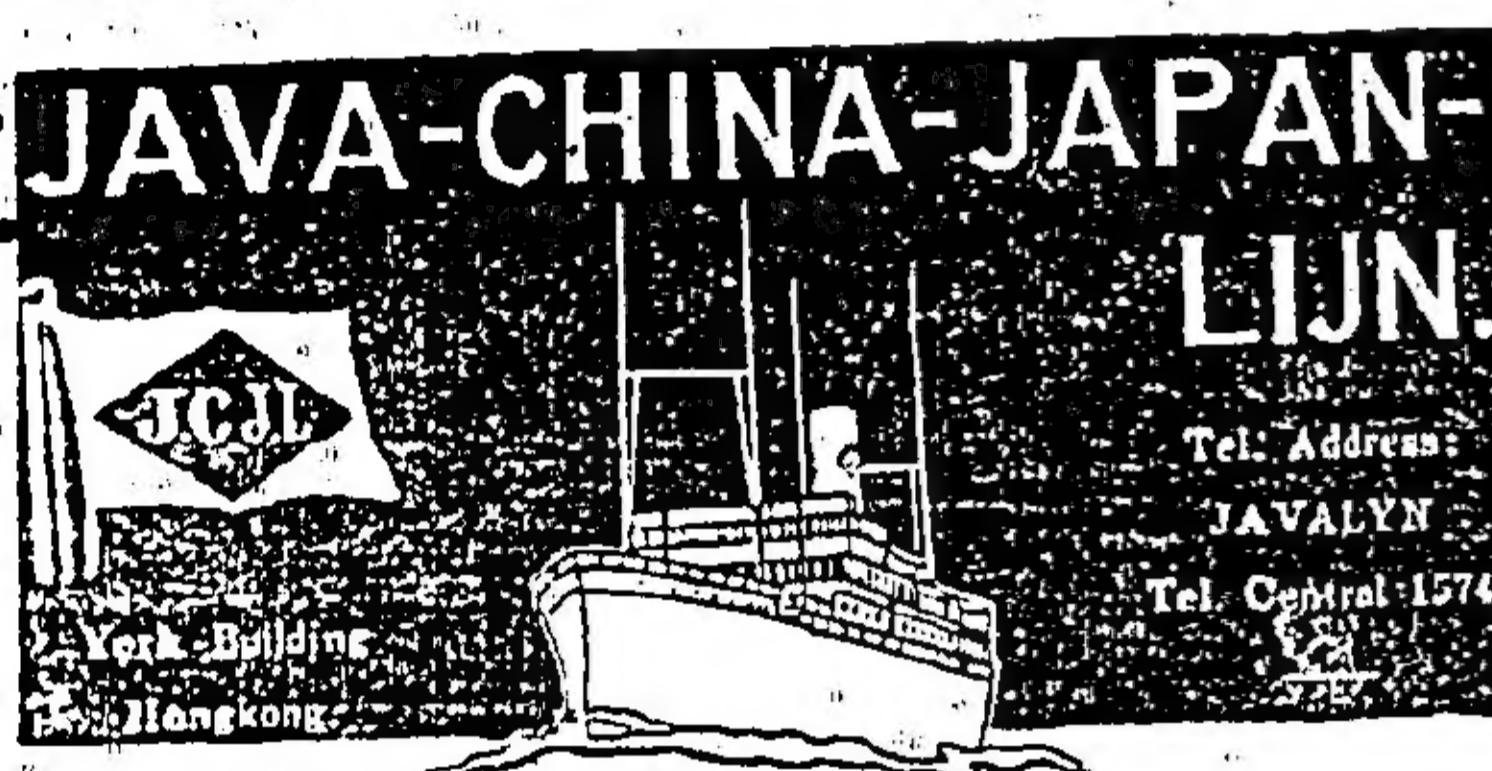
NELLORO	6,853	23 Sept. 10a.m.	Shanghai, Moji & Kobe
GRACCHUS	3,750	25th Sept.	Shanghai
SOUDAN	6,696	29th Sept.	Shanghai
MALWA	10,941	6th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	9th Oct.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage, Rates, Handbooks, Freights, etc., apply to MACKINNON, MACKENZIE & CO., 22 Des Voeux Road, Central. Agents.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected	Will leave	For	on or about	on or about
Tjislak	Japan	In port	23rd Sept.	S. B'wan Deli, B'via		
Tjipanas	Java	30th Sept.	5th Oct.	Saigon		
Celebes	Java	29th Sept.				
Rantaupandjang	Java	27th Sept.				
Tjisondari	N. China	2nd Oct.	4th Oct.	Baratavia		
Tjikarang	Java	6th Oct.	7th Oct.	Japan		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN.

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENNOLE	26th Sept.	PEMBROKESHIRE	2nd Oct.
CARMARTHENSHIRE	16th Oct.	LONDON, ROTTERDAM & H'burg	
GLENAMOY	22nd Oct.	GLENLUCE	11th Oct.
GLENAPP	5th Nov.	G. L. A'werp, R'dam, H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. Sailing from M'tong for M'les
AMBOISE		
CORDILLERE		
ANGERS	24th Aug.	26th Sept.
CHILI	7th Sept.	9th Oct.
PORTHOS	21st Sept.	23rd Oct.
ANGKOR	5th Oct.	6th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class Steamers	1st Class £95.00 B. Class 1st Class £89.00
Steamers	2nd Class £68.00 Steamers 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. C. P. LECOCQ loading for Alger, Oran, Havre, Antwerp, Dunkirk about 10th Oct. and may eventually call at Liverpool, Valencia, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).

Also through Bills Lading issued to Helsinki, Reval & Riga.

For full particulars apply to:

Messageries Maritimes Co.

Telephone Central 740.

CONSIGNATION TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America £. \$405. G. \$120. G. \$40.

KAGA MARU Monday, 15th Oct. at 11 a.m.

IYO MARU Thursday, 4th Nov. at 11 a.m.

MARSELLES, LONDON & ANTWERP via Singapore, &c.

MISHIMA MARU Wednesday, 10th Oct. at 11 a.m.

HAKOZAKI MARU

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Friday, 28th Sept. at 11 a.m.

YOSHINO MARU Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Wednesday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cap Town.

KANAGAWA MARU End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU Saturday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU Wednesday, 29th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Thursday, 11th Oct.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU Tuesday, 25th Sept. at 5 p.m.

HAKODATE MARU Friday, 28th Sept.

CALCUTTA M. (Omitting Shanghai) Sunday, 30th Sept.

KOZAN MARU Saturday, 6th Oct.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 294, 293 & 242. F. OGURI, Manager.

FOR FREIGHT OR PASSENGER apply to:

NIPPON YUSEN KAISHA.

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SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel, Kafee.

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In conjunction with
The Shanghai Hotels, Ltd.

The Grand Hotel des Wagons-Lits, Ltd.

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Opening 1st September.

First Class and most up-to-date Residential and Tourist Hotel. Six Stories of commodious large and airy rooms with every modern appliance. Elevator to every floor, and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bell throughout. Exceptionally well ventilated Bar and Billiard Rooms. Moderate tariff, and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.

For terms apply to: Mrs. J. J. BLAKE, Manageress.

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Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
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Terms moderate.
Special arrangements for families on application to:

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THACKERAY—The Virginia's

W.D. & H.O. WILLS
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PASSENGERS DEPARTED.

Per ms. Dongola, Sept. 21.—Miss Harvey, Mrs. C. D. Harvey and infant, Miss L. Muir, Miss D. Mollier, Master P. Mollison, Mrs. M. G. Lewis, Miss E. V. Sherwin, Mr. and Mrs. W. J. Tarleton, and infant, Mrs. A. Barfoot, Mr. E. S. Barber, Mr. S. Van West, Miss C. Watkins, Lieut. H. G. Stevens, Mr. and Mrs. Noble and infant, Mr. B. D. Slegman, Mr. C. Benjamin, Mr. M. G. Wallace, Mrs. M. B. Ganshoe, Miss S. Aall, Mr. E. J. Bourne, Master P. W. Bourne, Master W. J. Bourne, Mr. P. C. Van Zon, Mr. F. K. Sanders, Mrs. J. L. Gibson, Mrs. R. Stanley-Smith and daughter, Mrs. P. S. Hollinshead, Mr. and Mrs. C. F. Malthy, Mrs. T. Wheeler, Mrs. H. W. Fraser, Mr. A. W. MacCullum, Mr. C. A. Leggatt, Mr. E. P. Johnson, Mr. M. M. Dolan, Mr. S. H. Pearce, Mr. and Mrs. Hayes, Rev. Elmer S. Root, Mrs. Root, Mr. A. T. Platt, Mr. Hu Holling, Miss O. R. Cotttingham, Dr. Betty Nilsson, Miss C. Hollerbach, Miss V. A. Lofgren, Mr. and Mrs. Avery, and infant, Mrs. C. W. Lucas, Mr. A. K. Thadani, Mrs. H. Bolderson and infant, Miss W. M. Bolderson, Mrs. B. Hemingway, Miss E. Hemingway.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING:
St. John's Cathedral, Hongkong—
23rd September, 1923, 17th Sunday after Trinity. Holy Communion (8 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, No. 2 (Norris); Psalms, 92 (Bentinck), 93 (Stainer); Te Deum, No. 10 (Hopkins); 8 (Cooper), 5 (Elvey); Benedictus, No. 11 (Attwood); Anthem, O Lord God, thou strength of my health (Goss). Hymn, 166, (2); Healing Service (12 noon). Evening Service (5 p.m.) Responses, Ferial; Psalms, 100 (Battishill), 101 (Hayes), 102 (Wesley); Magnificat, No. 15 (Goss); Nunc Dimittis, No. 22 (Tippett). Hymns, 265, 215, 12.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road, Tram Station—Sunday, 11.15 a.m.; Wednesday, 5.45 p.m.

EXCHANGE.

		(Opening Rate closing Rate in Page 1)
SELLING.		30 d./s. San Francisco and New York
T/T Demand	2/3	4 m./s. Mars
30 d./s.	2/3.11/16	4 m./s. France
60 d./s.	6 m./s.	Demand, Germany
4 m./s.	2/31	Demand, New York
T/T Shanghai	Nom.	T/T, Bombay
T/T Singapore	7/1	Demand, Bombay
T/T Japan	10/1	T/T, Calcutta
T/T India	10/1	Demand, Calcutta
Demand India		10/1
T/T San Francisco and New York	2/2	10/1
T/T Java	15/1	Demand, Singapore
T/T Marks	Nom.	On Haiphong
T/T France	8/00	On Saigon
Demand, Paris		On Bangkok
		Soviet Russia
		Gold 1/2 per Tael
BUYING.		48
4 m./s. L.O.	2/4 9/16	Bar Silver ready
4 m./s. D/P.	2/4 11/16	forward
6 m./s. L/C.	2/42	Bank of England ready
20 d./s. Sydney and Melbourne	2/41	New York/London

SUBSIDIARY COINS.

Hongkong 50 cent piece @ 10 6 @ 6 168 1/2 dis. Canton sub-coins Hongkong September 22, 1923.

POST OFFICE NOTICES.

The Empress of Australia with the mails from Hongkong of the 20th August having been delayed in Japan by the earthquake disaster, is now not expected to reach Vancouver until September 23rd. It is unlikely that her mails were transferred to any vessel leaving Japan before her.

INWARD MAIRS.

From	Per	Date
Europe via Sea Letters & Papers		
London 23rd Aug.	Parcels 14th	
Ang.		22nd Sept.
Shanghai		22nd
U.S.A. Canada, Japan & Shanghai		23rd
Shanghai, U.S.A., Japan, & Shanghai		23rd
Canada, U.S.A., Japan, & Shanghai		24th
Rangoon		4th Oct.

OUTWARD MAIRS.

For	Per	Date
Hollow & Bangkok	Lizan	Mon., 24 inst., 8.30 a.m.
Malaya & Borneo	Albert Vogler	Sun., 23 inst., 8.30 a.m.
Bengal & Sikkim	Cerf	Sun., 23 inst., 8.30 a.m.
Sri Lanka & Ceylon	Harmis	Sun., 23 inst., 8.30 a.m.
Straits & Malacca	Tanda	Sun., 23 inst., 8.30 a.m.
Straits	Tjilak	Sun., 23 inst., 8.30 a.m.
Fedorow Amoy & Formosa	Kojo M.	Sun., 23 inst., 8.30 a.m.
Shanghai & Japan	Nellore	Sun., 23 inst., 8.30 a.m.
Australia (not including North Queensland)	Fooching	Mon., 24 inst., 8.30 a.m.
Poohow & Nanking	Lizan	Mon., 24 inst., 8.30 a.m.
Iland & Northern Territory & New Zealand via Sydney	Lizan/Nam	Mon., 24 inst., 8.30 a.m.
		Parcels 22nd & 5 p.m.
		Letters 10.30 a.m.
Hainan & Bangkok	Haochang	Mon., 24 inst., noon.
Manila	Fran. McKinley	Mon., 24 inst., 3.30 p.m.
Bangkok	Gacka	Mon., 24 inst., 4.30 p.m.
State, Egypt & Europe via London	Mentor	Tue., 25 inst.,
		Registration 9.30 a.m.
		Letters 10.30 a.m.
Japan, Amoy & Foochow	Ginyo M.	Tues., 25 inst., 10.30 a.m.
Seoul	Habou	Tues., 25 inst., noon.

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